

RAILWAY AGE

THE STANDARD RAILROAD WEEKLY FOR ALMOST A CENTURY

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JULY 22, 1950

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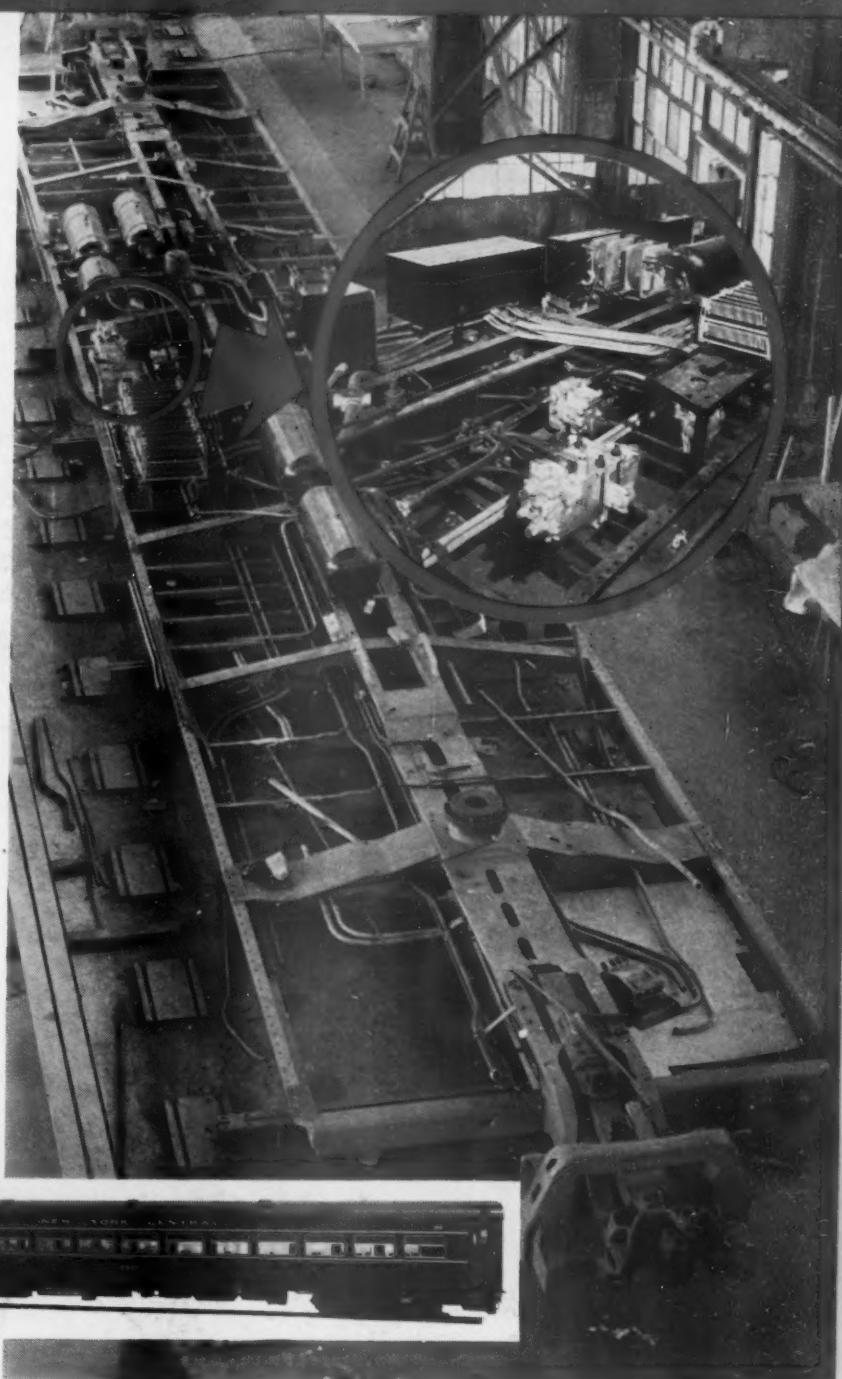
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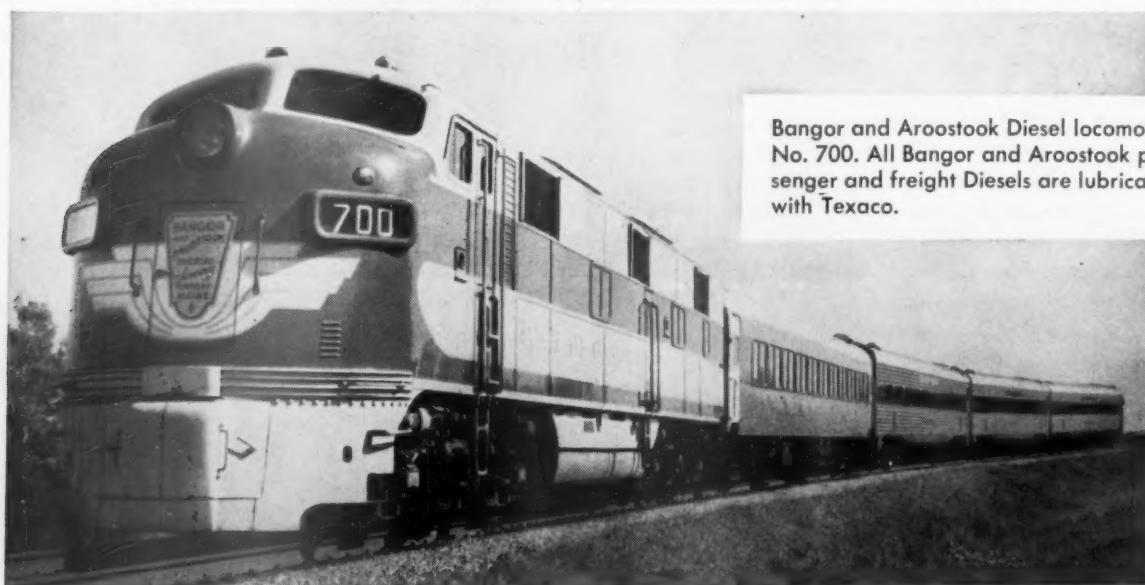
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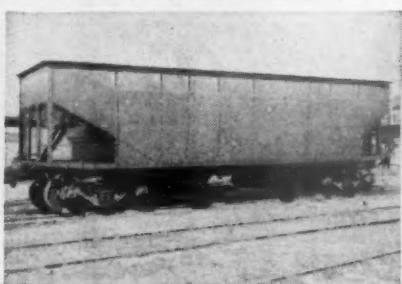
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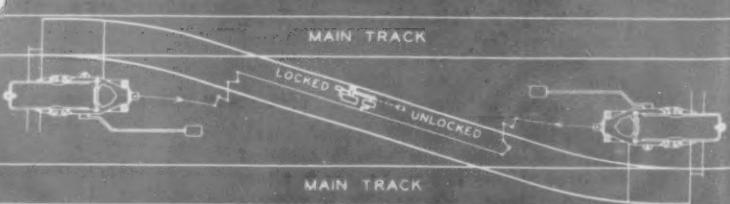
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WEEK AT A GLANCE

A DAY FOR DECISION: Railroad managements have not been unaware of the need for new freight cars and locomotives. They have not been unaware, either, of their duty to conserve the resources and credit of their properties. It has been relatively easy to finance purchases of new equipment at low interest rates because the railroads have been conservative in so obliging the resources represented by equipment depreciation charges. Any other course would have subjected managements, in the past, to the accusation that they were improvident. But times have changed. The portentous news from Washington this week signifies greater industrial and military activity, and that means more business for the railroads. There could be a serious car shortage. Only 40,122 cars were on order July 1. The situation presents a grave challenge to the railroad executives meeting in Chicago next week to consider the car situation. They must weigh risks. Our leading editorial suggests that the lesser of these risks is to order at once at least as many cars as the Car Service Division study is proposing, and so to enlist the full capacity of the country's car-building resources. The alternative very well could be disastrous in its consequences.

CLEAN COAL-BURNERS: Railroads can continue to use coal as a fuel for locomotives and stationary power plants and still remain good citizens who don't befoul their surroundings with clouds of odorous, dirty smoke, says Earl C. Payne, chairman of an active Bituminous Coal Research committee, in an article this week (page 16). A major contribution to smokeless combustion has been achieved through the use of double-screened coal, especially on road locomotives, he shows, and this accomplishment has been accompanied by lower coal- and ash-handling costs, reduced locomotive maintenance expense, and a big improvement in reliability and availability of steam power.

HOW TO SAVE \$804 MILLION: According to the July "Monthly Comment" of the I.C.C. statistics bureau, the railroads "might" accomplish this by complete Dieselization of remaining steam operations, but the figure is advanced (from a more comprehensive forthcoming study) not as an estimate but as a "mathematical extension" of past experience reported by the railroads. Other data in the "Comment," which is reviewed in some detail on page 41, include a showing that air lines are getting a larger share of first-class passenger business and a review of the railroads' debt position, increased 2.2 per cent during 1949.

IN THE BACK OF THE BOOK: Equipment orders include 4,000 freight cars for the Chesapeake & Ohio and 300 for the Gulf, Mobile & Ohio. . . . The Southern Pacific's new "Sunset" and "Cascade" go into service in August on accelerated schedules. . . . The extra-man-on-Budd-car case has been handed back to the union and railroad for

negotiation on the property. . . . Shipper spokesmen urge reinstatement of heavy-loading orders. . . . Gross for June is up 7.4 per cent over last year. . . . The Donnell Bill pigeonholed in committee. . . . Express Agency's revenue prorating plan held lawful. . . . Teamster union witness calls I.C.C. trucker regulation ineffective. . . . Shields replaces Alvany Johnston as B.o.L.E. head. . . . Service charge for ticket redemption gets O.K.

1,000-HP. DIESEL HUMPS 120 CARS: In Fort Worth a specially equipped eight-wheel Diesel-electric switcher goes right along producing a smooth, regular performance while pushing 120-car trains over the hump. On page 36 we report how this is possible in the "saucer shaped" Texas & Pacific yard, where gravity helps to a decreasing extent as the train gets shorter, while "modulated" tractive force minimizes the activity of relays and contactors.

NEW WAY TO TRUE WHEELS: Railroad mechanical officers have been following with great interest the development in the Joliet shop of the Elgin, Joliet & Eastern of Standard Railway Equipment's wheel-truing machine, which makes it possible to restore the full standard flange and tread contour of worn Diesel locomotive wheels without removing either the trucks or wheels. Wheel truing operations on a Diesel switcher are completed in about eight hours, as compared to two or three days with the old-style wheel lathe. Details are given herein—page 26.

AN OPPORTUNITY FOR MR. TRUMAN: Public opinion, clearly against railroad tie-ups in this time of tension, and President Truman's emphatic action in backing up his emergency board, together seem to have shocked some brotherhood leaders enough to persuade them to temper their course, at least for a while. But the Railway Labor Act was not intended by its framers to be a way to *end* strikes, it was meant to *prevent* them. Our editorial discussion of recent developments on the railroad labor front suggests that the need remains for legislative and administrative measures that will be dependable insurance against the occurrence of railroad strikes.

PROFITABLE POWER SWITCHES: The Chesapeake & Ohio's heavy-duty double-track line from the Ohio river up to Columbus handles some 48 trains a day, the northbound movement, upgrade, consisting chiefly of solid coal trains which frequently run 160 cars. The advantages of reducing both the number of stops and the delays incident to timetable and train order operation are obvious. How an arrangement of remote-controlled switches at crossovers and center-siding layouts has contributed to such reductions is reported in this issue in the article on page 22.

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HOW MANY FREIGHT CARS SHOULD THE RAILROADS ORDER?

It looks as if the railroads may be nearer real danger in the matter of freight car supply than they have been at any time for nearly thirty years. It will take a lot of swift and concerted action — and, no doubt, some risk and sacrifice by individual companies — to deflect this danger, which is no hobgoblin or scarecrow but as substantial a menace as could possibly confront the industry. That is to say, there is nothing which could make enemies and alienate people faster from advocacy of private ownership of the railroads than a large, persistent and well-publicized freight-car shortage — particularly if it could be argued with any degree of plausibility that lack of foresight by railroad managements was a contributing cause. Conditions have not yet become this critical but few would deny that they *could* easily do so — and, consequently, there can be few who will question the conclusion that courageous and large-scale action can no longer be safely deferred.

Depreciation Charges a Buying "Ceiling"

Nobody is more aware than the staff of this paper of the conditions which have necessitated extreme caution by the railroads in the acquisition of new car equipment. The one easy and inexpensive source of capital which still remains open to the railroads is that by which equipment purchases are financed. With the railroads consistently over the years earning net income at only a fraction of the yield which investment in the

utility or manufacturing industries brings, the marketing of equipment securities depends largely for its favorable terms upon charges to depreciation. If large additional equipment purchases should cause installments on equipment issues, plus equipment rentals under leasing agreements, greatly to exceed the total of depreciation charges, the net result might be a ruinous increase in interest charges on equipment loans, or possibly even the closing altogether of the capital market to equipment issues, except those of the most favorably situated companies. The railroads would be improvident if they were not strongly influenced by this consideration.

In season and out of season this paper has repeatedly asked those who deny the railroads equality with other agencies of transportation in regulation and self-support this question: "How do you propose that the railroads shall remain in private ownership and operation, when you deny them the regulatory and tax framework necessary to attract an adequate inflow of new capital from private investment sources?" This question has never been answered. Because it has not been answered, the railroads — once they had exhausted the reserves of current assets built up out of wartime earnings — have been short of funds needed to make desirable and necessary improvements and replacements. It is this shortage of funds — coupled with the accelerated loss of traffic to agencies of transportation which never lack for constantly enlarged and improved facilities, since the tax-payers provide them — which has forced the railroads

to be highly conservative in their orders for equipment and other improvements.

The circumstances necessitating such extreme caution have not diminished in the slightest degree. Indeed, the demands of the rivals of the railroads for larger and larger contributions from the public treasury have grown both in magnitude and in actual achievement, while there has not been the slightest relaxation of the regulatory straitjacket which completely denies the railroads the freedom of bargaining for business which most of their competitors enjoy.

Nevertheless, it is doubtful whether these and all the other mitigating circumstances which could be cited to explain why the railroads do not maintain a surplus of modern freight cars, sufficient to meet any emergency, would be enough to allay criticism if a large car shortage should actually arise during a national crisis. In fact, some shippers who are not without influence are known to hold an opinion to this effect: *As much as we prefer private to government financing of railroad facilities our primary concern must be with the adequacy of the facilities available to us, and if the railroads cannot provide them through private financing, then it is up to them to say so and to seek or accept government financing.* Whether this opinion is justified or not is immaterial — right or wrong, it is a fact to be faced.

The Greater Danger

What has happened is that, while the danger in over-buying of car equipment has not diminished, the danger in not buying enough has greatly increased. It is risky either to act or not to act, but merely marking time now is a lot more risky than it was a few months ago, or even a few weeks ago. Most types of car equipment are already in short supply — despite all the traffic which competitors have diverted from the railroads. It is mighty hard to convince customers that they should give you their business, when you cannot provide promptly the service you are asking them to buy from you. Freight car orders in the first half of the current year totaled less than 42,000 — which, at the current rate of retirement, is probably insufficient to prevent an actual reduction in the total supply of freight cars in 1950. The present "backlog" of freight car orders totals about 24,000 in contract plants and about two-thirds that total in the railroads' own shops. Actual current production is at the rate of only about 4,000 a month, in both railroad and contract shops.

This performance and commitment are obviously quite inadequate, even if the railroads were not confronted with the probability of large demands for car equipment for military traffic. It is known that the Car Service Division of the Association of American Railroads — a group of proven competence in its specialized field, and certainly with no record or reputation for exaggeration — has prepared lists of estimated needs for different types of equipment, together with recommendations as to which railroads should purchase how much (on a basis of usage compared to actual ownership). Such estimates, no matter how expertly prepared, can never achieve the

ideal of perfect justice as among individual companies — but the point is: *What are the risks involved to a railroad in buying as many cars as the Car Service Division recommends, compared to the risks of not buying that many, with the result that the industry as a whole will have fewer cars than experienced car service men believe are required to meet foreseeable demands for transportation service?*

This paper believes that, eventually, unless the conditions under which the railroads operate are greatly improved, the industry will have no choice but to confront shippers and political leaders with the immediate alternatives of (1) changing the competitive regulatory and tax framework in transportation as much as may be necessary to attract the needed flow of new investment capital into the industry, or (2) making government funds available to the railroads, as long as an adequate supply is unavailable from private sources. To put up the issue thus sharply would be highly dangerous, because the second alternative might be the one selected — if not by preference, then by political difficulties in choosing the first.

When all courses involve risk, the only sensible decision is to choose the one in which the risk seems least. Not to order immediately all the cars that expert opinion believes are needed would appear to be the riskiest decision of all — because failure to meet the nation's transportation need in time of crisis would not only imperil the continuance of private operation: it might also invite the criticism that managements had subordinated the national interest in the adequacy of transportation to their zeal for protecting private ownership. Besides, when steel for car construction is subject to allocation, an industry which understates its requirements by meager orders is likely to be in a pretty poor position to get even a fraction of its real needs.

CAN MR. TRUMAN REVIVE THE RAILWAY LABOR ACT?

President Truman deserves the gratitude of the American people — as well as that of shippers, and of owners and employees of the railroads — for his firm action on July 6 and 8 which caused the Switchmen's Union to call off its strike against five Western railways. The action the President took in dealing thus resolutely with the Switchmen's walkout was doubtless a powerful factor in forestalling a much larger strike — possibly nationwide in extent — by the Brotherhood of Railroad Trainmen, the Order of Railway Conductors and the Railroad Yardmasters. These organizations, no less than the Switchmen, rejected the award of a Presidential "emergency board" which was less generous than the unions had demanded in increasing hourly wages and in bur-

dening the railroads with further expensive working rules.

In having the government take over the Rock Island Lines — against which the Switchmen's Union refused to call off its strike — and in getting an injunction from a federal court to enforce the suspension of the Switchmen's strike, President Truman acted in compliance with the spirit of the Railway Labor Act. This act does not specifically provide for compulsory arbitration of labor disputes on the railways — that is, the act does not compel either the railroads or the unions to accept the findings of an "emergency board." The framers of the act certainly did intend, however, that the President should "mobilize public opinion" in support of emergency boards appointed by him under the terms of this act. The railroads have always felt this constraint — but, just prior to the Pearl Harbor attack in 1941, President Roosevelt neglected to lend the prestige of his office in backing up an emergency board award to which the unions took exception. Instead, he asked the members of this emergency board to act as mediators — and, in effect, to wheedle additional concessions from the railroads, over and above those deemed to be justified by the board.

Since that time — that is, for almost nine years — the Railway Labor Act has been a dead letter, as far as any restraint it has laid upon the railroad unions is concerned. While the railroads have always accepted emergency board awards in nationwide cases, the unions have come to regard these awards as nothing more than a "floor" under their demands, with which minimum concessions they can then proceed to use the threat of a strike to extort additional advantages.

Such peace as has existed in railway labor relations since 1941, then, has not been due to any virtue or power in the Railway Labor Act, but to the willingness of the railroads to purchase the cooperation of the unions by concessions to them in excess of awards made under terms of the act. The railroads no longer have the funds to continue paying above-standard premiums for protection against strikes, and that is the reason why strikes on the railroads have now become commonplace, instead of being practically unheard-of, as used to be the condition before President Roosevelt sabotaged the Railway Labor Act in 1941.

In acting as he has to end the Switchmen's walkout — and thus to serve notice on the Trainmen, the Conductors and the Yardmasters that they also had better go slow in using their "economic power" — President Truman has not "sided with management against labor." Instead he has merely done what the framers of the Railway Labor Act intended all along that the President should do, namely, "mobilize public opinion" against either party to a railway wage dispute — whether management or union — which would seek by force to impose its demands on the other party, contrary to the judgment of impartial analysts, appointed by the President to weigh the actual merits of the dispute.

Unless the Railway Labor Act can largely prevent railroad walkouts, then it is a useless law and will have

to be replaced by new legislation — such as the Donnell Bill recently the subject of Senate hearings, a measure which the railway unions very much dislike and which would enforce compulsory arbitration in the railway industry. This paper favors the Donnell Bill, because compulsory arbitration is already in effect as against railroad managements anyhow, as a practical matter; and the cause of equal justice demands that such compulsion should work evenly upon both parties. President Truman's action in putting the moral force of his office behind the award of the emergency board in the Trainmen's and Yardmen's dispute tends to restore to the Railway Labor Act and the emergency boards named under it some of the prestige of which President Roosevelt deprived them. Thus his action constitutes protection of these unions against more drastic legislation which is almost certainly going to come their way unless the recent sharp increase in railway strikes and threats of strikes is ended.

If President Truman is to be criticized at all for his renewed vigor in enforcing the spirit as well as the letter of the Railway Labor Act, then the criticism should be directed at his taking action only after the Switchmen's strike had tied up five important railroads for practically two weeks; and possibly for what may be the questionable legality of his seizure of the Rock Island. The Railway Labor Act was intended to prevent strikes on the railroads, and not just to terminate them after they have actually taken effect. Only if legislation on the books is enforced in a manner to forestall strikes completely can the American people be in any degree satisfied with it.

WHAT THE RAILROADS OBJECT TO

The railroads do not object to trucks as such. We're realistic enough to know that motor carriers are here to stay, and that they are suitable for certain short hauls. We do object to the box cars on wheels, the outsize trucks which keep private automobiles off the good highways. We object to the damage caused by overloading. We object to unfair competition created by subsidies. And we object to paying an unjust portion of the costs of grade separation and highway crossing protection which are further benefits to our truck competition. . . .

We are definitely of the opinion that the whole system of for-hire transportation is in a terrific mess and needs a general overhauling. The railroads do not want subsidies for themselves. They believe they would be taking a long step toward nationalization or state ownership if they were to accept aid like competing forms of transportation do and they also feel that if the railroads were nationalized, other basic industries, such as coal, steel, and power, would soon face the same fate. . . .

Railroad men believe that all forms of transportation should compete on equal terms; that there should be subsidies for none; they believe the trucks, the air lines, the barges should pay their own way and stand on their own two feet. In other words, all the railroads are asking is a fair field and no favor, and by that statement I mean an opportunity to compete with other forms of transportation on a basis where each is paying all of his own costs and not passing a substantial part of such costs along to the public in the form of hidden taxes.

—Lynne L. White, president of the New York, Chicago & St. Louis, in an address July 5 at Hammond, Ind.

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Give your old cars a *new lease on life*. Install Simplex Unit-Type Snubbers. It's an investment that not only pays for itself, but earns a *profit* for you!

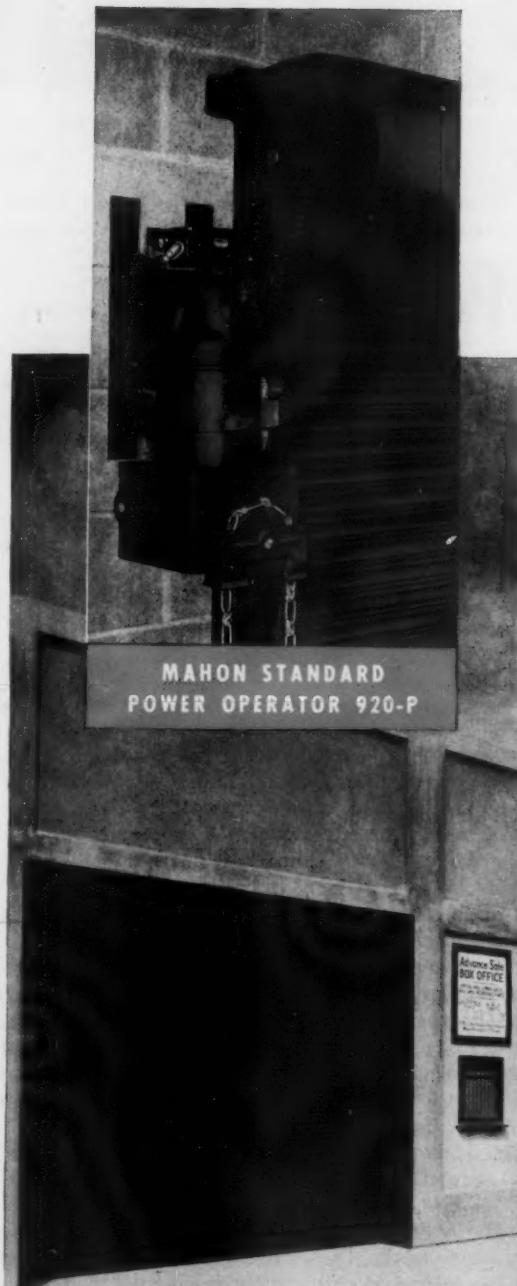


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MAHON



How Railways Attack Air Pollution

Coal industry shares in projects for smokeless combustion, cinder consumption, clean terminals, and expanded electrification

For many years, the coal industry has been using experienced fuel engineers to assist in the application of coal sizes and grades that are best suited to existing combustion equipment and the load conditions under which it is required to operate. Every producing district now has "tailor-made" sizes suitable for industrial and domestic equipment to produce lower overall cost, prevent nuisances and to achieve consumer satisfaction generally. It is high time that regional standards for locomotive fuel be established to cover the sizes and quality of the coals from producing regions and individual mines that are the best available for locomotive use.

Fifteen years ago, I proposed screening and washing facilities for a new mine that my company opened for railroad fuel exclusively. Some producers have, even today, what they call railroad-fuel mines, producing run-of-mine without preparation or quality controls; coal which would be difficult to market for any other use. The continued use of this type of preparation on even the most modern steam locomotive is an excellent method by which to expedite the replacement of steam locomotives by Diesels.

This persistent campaign for suitable locomotive fuel has been slow but reasonably successful. At present, over 20 railroads specify double-screened coal for road power and many have converted completely to double-screened coal. Early in 1948, I initiated a test program on a Pittsburgh railroad to determine the size and quality of coal which would permit compliance with the smoke restrictions of the proposed Allegheny County smoke law. During this test program, it was established that with 4-in. by

By EARL C. PAYNE,*
Consulting engineer
Pittsburgh Consolidation Coal Company

1 1/4-in. washed egg coal locomotives in commercial freight service were able to avoid smoke violations with average firemen, whereas these same locomotives, when using run-of-mine and operating with the same tonnage and in the same service could not operate within the smoke restrictions of the ordinance even when handled by expert firemen and when equipped with the best available smoke-consuming devices. As a result of these tests, this railroad converted to 100 per cent double-screened coal in November, 1948.

During their first year's operation since changing from run-of-mine their net tangible savings are reported to average more than \$10,000 a month. Steam failures attributable to "poor" coal have disappeared and many other intangible savings have developed. There has been a substantial improvement in smoke performance, a noticeable reduction in fly ash emission, lower coal- and ash-handling costs and savings in grate, firebox, tube and front-end maintenance and a big improvement in the reliability and availability of their locomotives. The engine crews are also enthusiastic boosters for double-screened coal.

Many such tests have been made by individual railroads, some with the dynamometer car, some with stationary and dynamic locomotive testing facilities and others with entire operating divisions in which observations were made for periods in which double-screened performance was compared with conventional run-of-mine. Without exception, the smoke performance of double-screened coal has been much better than with

This article is adapted from a paper presented before the Smoke Prevention Association of America at Montreal, Que., May 22.

* Mr. Payne is also chairman of the Motive Power Committee of Bituminous Coal Research, Inc., and a member of the executive committee of the Producers Committee for Smoke Abatement.

mine run. This coal application method offers an attractive way to attack the smoke problem because substantial savings also result.

Another Pittsburgh railroad reports that in the first year after changing to 100 per cent double-screened coal it has reduced fuel consumption per thousand gross ton-miles by 25 per cent. The operating vice-president says he will never again use mine run except in an emergency. One of the southern railroads also reports a million-dollar saving in the annual fuel bill which is credited to the use of double-screened coal. Officers of another line report that many of their Diesels would not have been purchased had they been aware of the improved performance they have demonstrated by converting to double-screened coal for their steam locomotives.

In all of this work, experience is demonstrating that a 3-in. by 1-in. washed egg coal gives the best performance. This is a double-screened size that will pass through a 3-in. round-hole screen and be retained on a 1-in. screen. The top size may be extended to 5-in. and the bottom sizes may range to as small as $\frac{3}{8}$ in., depending largely upon the availability of the double-screened increments contained in mine-run and also on the general performance characteristics of the coal available from the various producing regions for locomotive fuel.

This top size of 3 in. is considered proper because it is the size of the "bottleneck" or small clearance dimension through which the coal must pass in the path from tender to stoker distribution plate. Anything larger gets some crushing and this causes more fine coal to aggravate the smoke and cinder conditions that we are attempting to cure. It is believed that minus $\frac{1}{4}$ -in. to $\frac{3}{8}$ -in. fine sizes seldom reach the grate.

Bituminous Coal Research, Inc., is responsible for a number of research projects in an attempt to improve the fuel performance of coal-fired steam locomotives. During the past three years, this committee, of which I am chairman, has supervised the expenditure of over \$100,000 on projects covering smoke-consuming devices, improved combustion and air distribution and cinder collection and disposal.

The B.C.R. smoke consumer is a perfected version of a very old device. Thousands of locomotives have used firebox steam jets of simple pipe construction to create firebox turbulence. The B.C.R. jet, however, has been scientifically designed to induce the maximum amount of secondary or overfire air per pound of steam used. Technical Report No. 8 describes the application of these jets which are equipped with silencers, so that they will give the best possible smoke performance. It was discovered, after several hundred locomotives (particularly those without combustion chambers) had been equipped with these jets, that they were not a foolproof tool and no substitute for skillful firing. They are excellent for switching service, terminal operation, when drifting, and at low firing rates. More than 4,000 locomotives have been equipped. They are not effective at high firing rates and during excessive overfiring because, under these conditions, even with adequate temperature and proper turbulence, there is insufficient time between the stoker distributing plate and the tube sheet to complete the combustion of all of the hydrocarbons.

The silencers with which these jets are equipped reduce the noise to an acceptable level even when the jets are used continuously. The maximum noise reduction has been provided that can be installed within the side clearance limits of the firebox.

All smoke consumers will help but they are all subject to limitations. The best smoke-control device is still the skillful fireman using suitable coal. A good fireman and

an engine crew operating as a team, however, are not always available; therefore, it is highly desirable to give engine crews the help of some form of mechanical smoke consumer. The B.C.R. jets probably have the maximum range of effectiveness and their reaction is the quickest, but even the steam distributing jets of the stoker will frequently supply sufficient turbulence to eliminate smoke.

Cinder Emission

Tests on several railroads indicate that the stack loss of unburned carbon may run as high as 50 per cent (the B.t.u. loss in the cinder expressed as a percentage of the total B.t.u. fired) for the usual high-volatile run-of-mine coal.

Tests with double-screened coal from the same mines usually show that this unburned carbon loss is reduced approximately half at high firing rates. The cinder will analyze around 9,000 B.t.u. for 13,000-B.t.u. coal and the recovery of this heat in the unburned carbon offers further opportunity for savings to offset the cost of ash collection and reinjection equipment.

Low-volatile coals are sometimes specified to abate a smoke nuisance. These are usually of a friable or weak structure and the fine coal may run as high as 75 per cent of the total consist. Low-volatile fines require even more time for combustion than high-volatile fines so that a smoke improvement may be replaced by an increase in the solids emitted from the stacks.

Under one of our motive power projects, we designed a cinder collector for Norfolk & Western Locomotive 1112, a mechanically induced-draft experimental locomotive. In the summer of 1949 we ran standing tests with this cinder collector and an ash reinjection system. The technical report of these tests will probably be presented at the next annual meeting of the American Society of Mechanical Engineers. Excellent information is now available comparing dust loading and carbon losses at burning rates up to 100 lb. per sq. ft. with both $1\frac{1}{4}$ -in. by 0 nut and slack and a $1\frac{1}{4}$ -in. by $\frac{1}{4}$ -in. double-screened coal. Substantial savings are possible by reburning the collected cinders as is being done in stationary plant practice, but a great deal of research work is still needed to obtain low stack dust loadings with cinder reinjection.

Cinder Collection And Disposal

The smoke control ordinance of Allegheny County requires that the railroads work toward the reduction of the dirt emitted from their locomotive stacks by 75 per cent before 1955. When this dust goal was placed in the ordinance, it was not known whether this degree of improvement in cinder emission was absolutely essential to get below the objectionable nuisance level. It was also not known whether a cinder-collection and ash-disposal system could be developed for the conventional locomotive which would accomplish this reduction in cinder emission without an unacceptable sacrifice in locomotive boiler capacity. A research and development program, however, has been undertaken to provide equipment and methods that will produce results which will be acceptable both to the public and the railroads. The 10 railroads serving Allegheny County and Bituminous Coal Research, Inc., have organized a two-year joint program to design, develop and test a cinder-collection and ash-disposal system suitable for conventional steam locomotives. This program began in October, 1949, and is supervised by a Cinder Collector Research and Development Committee representing the sponsors. The work is still in the laboratory stage at Battelle Memorial Institute at Columbus,

Ohio. Model collectors for other research programs have been tested which show an overall collection efficiency above 80 per cent.

The real problem in this work, however, is the disposal of this cinder and reburning it in the firebox. It is important that the B.t.u. in the cinder be recovered and that the noncombustible solids be retained on the grate. Full-scale cinder reinjection equipment is now being tested and various methods of reducing the dust loading are being studied to agglomerate the fine coal, reduce coal degradation and develop new methods for burning the cinder. By using present methods, we have been able to burn only about half of the cinder and this is insufficient to reduce the total emission of solids by the 75 per cent required by the ordinance.

Laboratory work, however, is progressing and we hope before the end of the year that full-scale equipment will be installed in a locomotive. Stationary tests will then be conducted to perfect the application for railroad use. These stationary tests and the road tests to follow will provide excellent basic information for future locomotive cinder-control regulations. At present, it is impossible to define clearly the objectionable nuisance level for locomotive stack emission. Communities that may be considering new regulations on locomotive cinder emission might well delay action until good basic data is available from this research program. The Norfolk & Western tests provide valuable experience background for this program.

Steam locomotives are conspicuous targets for public criticism and the railroads are, therefore, vulnerable to political attack and unreasonable enforcement pressure as well. This pressure is frequently in the direction of replacement of steam power with Diesel locomotives. Air pollution control by Dieselizeation, however, is only window dressing to make a quick showing and is not a sound economic solution to the railroad smoke problem. This kind of pressure is out of all proportion to the actual contribution of the railroads to total air pollution. Any industry which is required to make exorbitant expenditures to reduce relatively small though conspicuous air pollutants must eventually pass these costs on to the public and it is up to our smoke abatement authorities, with the help of the engineering profession, to establish nuisance standards which are in the public interest.

Engine-Terminal Nuisances

The abatement of enginehouse nuisances in Allegheny County also became necessary with the passage of the new smoke law. In order to expedite compliance, I arranged with the vice-president and superintendent of motive power of one of the roads to have two of their road foremen visit Louisville, Ky., to observe the facilities and methods in use on the Louisville & Nashville. John Swan has done an excellent job there and it seemed appropriate to show rather than tell of the indoctrination education and personal training which produced almost unbelievable smoke performance in the enginehouse and on yard and road locomotives of the L. & N. The three of us spent several days in Louisville and then went to Columbus to observe progress there. We returned to Pittsburgh and have spent over four months organizing a program of classroom instruction and field training which is getting results. We have found that equipment and methods used effectively on one railroad may require modification for acceptable performance on another.

Adequate facilities and proper training, backed by supervision and disciplinary action, will eliminate enginehouse nuisances.

The coal industry and the railroads are also seeking other solutions to the problem of reducing air pollution without abandoning the use of coal. The straight electric locomotive is undoubtedly the nearest to the ideal type of motive power that will meet the requirements of the railroads for modern transportation systems. Electric locomotives are quiet, reliable, economic in both operating and maintenance cost and there certainly is no smoke, fly ash or noxious gases as are produced by other types of motive power.

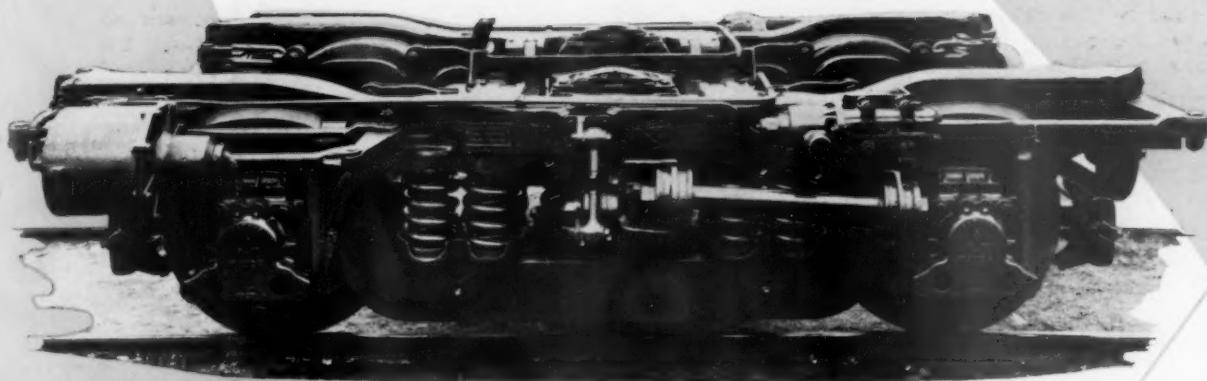
The four major industries concerned with railroad electrification are the railroads, the electric utilities, the electrical equipment and manufacturing companies and the coal industry. These industries have undertaken a jointly financed research and development program in which it is planned to overcome the current obstacles to railroad modernization and rehabilitation by the expansion of railroad electrification systems. If this long-range planning program is successful, the railroads will reduce to a real minimum the nuisances incident to the use of existing types of motive power which haul their own fuel. The first step in this program is a technical and economic study which began in February, 1950, and from which we expect to determine which of the obstacles require full-scale research and development to make electrification competitive.

Reduction in first cost, 60-cycle distribution, joint interconnected distribution facilities supplied by utilities for both railroad and industrial use, equipment standardization and new signal systems are some of the items being studied in this technical investigation. The technical report on the initial phase will be presented to the sponsors early in 1951 and we hope that the electrification horizon can be brought within arm's length to many railroads. In all of our research programs with the railroads, we consider the long-range interests of the public to be of first importance. Railroad transportation is one of our country's greatest assets in peace times and during the last war it was well demonstrated that the mobilization of industrial power and man power requires the best motive power and equipment that can be made available. This long-range planning is being done by the Battelle Memorial Institute for the Joint Railroad Electrification Committee with the Edison Electric Institute as the co-ordinating sponsor.

It is significant that all other motive-power developments now in progress involve mobile prime movers for what is otherwise essentially an electric locomotive. Westinghouse and General Electric have both built oil-fired gas-turbine-electric units which are now being road tested. The coal-fired gas-turbine-electric locomotive under the Locomotive Development Committee is being supported by nine railroads and four coal companies and the first of the two locomotives being built by this group will probably reach the road testing stage during 1951. A high-pressure high-temperature steam-turbine-electric locomotive is also being built by Babcock & Wilcox, Westinghouse and Baldwin for the Norfolk & Western and, although modernization of motive power is a major objective of these locomotive development programs, it is expected that the modern conventional coal-fire steam locomotive will continue for many years to have a place on the railroads.

These locomotives, except the straight electric, will eventually require the adoption of new objectionable-nuisance standards covering noise, noxious gases, smoke and solids, but I am sure that when these new standards embody the primary consideration of long-range public interest that none will be hampered by stultifying regulations.

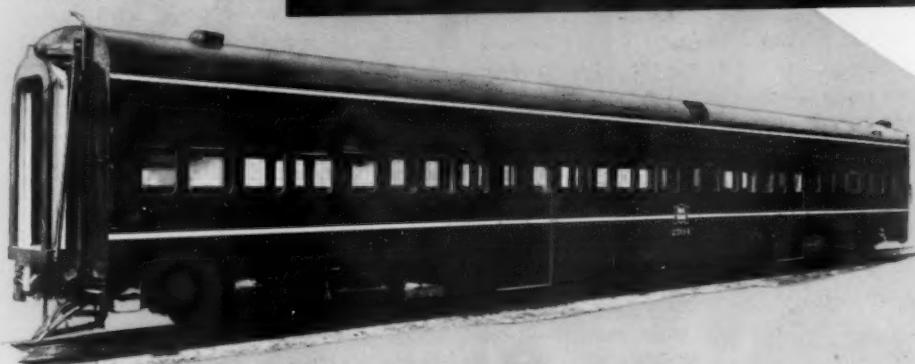
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Remote Control of Center Sidings on Busy

C. & O. controls six center-siding layouts and three crossovers on a 99-mile double-track subdivision, with train movements authorized by signal indication



Westbound train at the east end of the center siding at Robbins

The Chesapeake & Ohio has reduced train delays and operating expenses by installing remotely controlled power switches and signals at six center sidings and three main-track crossovers, on the 99-mi. heavy-traffic, two-track main line, between the east end of Parsons Yard, Columbus, Ohio, and NJ Cabin, Ky. These switches and signals are controlled from the dispatcher's office at Covington, Ky., 121 mi. west of NJ Cabin, as shown on the accompanying map.

On the Northern subdivision there is one passenger train each way daily, together with three manifest freight trains westward and two eastward. Every 24 hours there are also about 20 extra trains of loaded coal cars westward and an equal number with empty coal cars eastward, making a total of about 24 trains each way daily. At Russell, Ky., which is the eastern freight terminal of the Cincinnati division and its Northern subdivision, 19 mi. east of NJ Cabin, westbound freight trains are made up in the yards. From Russell west to NJ Cabin there are three main tracks, and from the

junction at NJ Cabin the two main tracks of the Cincinnati division continue west along the south shore of the Ohio river to Covington, Ky., 121 mi. west of NJ Cabin, then across a bridge to Cincinnati, Ohio.

From the junction at NJ Cabin, the two main tracks of the Northern subdivision, referred to in this article, extend over the Ohio river and on to Columbus, thence north to coal docks on Lake Erie at Toledo, Ohio. On the Northern subdivision, the ruling grade is in the 1.5 mi. section from NJ Cabin, approaching the Ohio river bridge, in which section there is 2,500 ft. of 0.70 per cent and 4,000 ft. of 0.68 per cent ascending grade. Over this bridge, and continuing on for about a mile, thence over another bridge on the Little Scioto river, the grade is level. However, starting at M.P. 3.5 the grade ascends for about 7.5 miles to M.P. 11 at the east end of Wheeler.

For northbound trains of loaded coal cars, the most difficult section is the ascending grade from NJ Cabin up to the Ohio river bridge and on up to the crest at

Double-Track Line

Wheeler. Helpers are normally used out of NJ Cabin for some trains as far as the south side of the Ohio river bridge, although some tonnage coal trains—when hauled by the heaviest of power and routed west on Track No. 1 at NJ Cabin to Track No. 2 at the junction—will run the approach to the Ohio river bridge without stopping for a helper. The return of helper locomotives from the Ohio river bridge to NJ Cabin required extra moves and caused delays to other trains. Also, the slow train speeds on grades and time lost approaching and passing through the junction at NJ Cabin resulted in considerable congestion in this area. For these reasons, between NJ Cabin and the west end of Wheeler, a distance of 12 miles, new signaling was installed for train movements by signal indication in either direction on both tracks. As additional means for routing trains from one main track to the other, a set of two power-operated crossovers and signals was installed at M.P. 9, near Minford, and a single crossover with signals was installed at M.P. 3, just east of Little Scioto river.

From M.P. 12, at the west end of Wheeler, the railroad ascends the valley of the Scioto river practically all the way to Columbus, the grade being slightly rolling in spots but, in general, ascending at 0.2 per cent or less all the way. On this comparatively light grade, single locomotives can handle trains of 160 loaded cars of coal at a speed of approximately 40 m.p.h. On the section of 87 miles, between the west end of Wheeler and Parsons

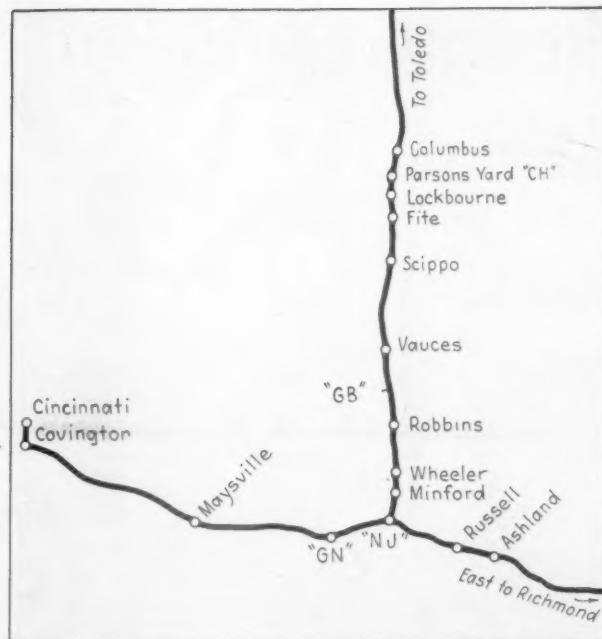


Fig. 1—Locations of sidings and control machine

Yard at Columbus, each track is signaled for one direction only (i.e. right-hand running) and train movements are authorized by signal indications which supersede timetable superiority and train orders in accordance with Rule D-251, which reads as follows: "On portions of the road so specified in the timetable (or by special instructions) trains will run with the current

Fig. 2 — Previous arrangement at a typical center siding

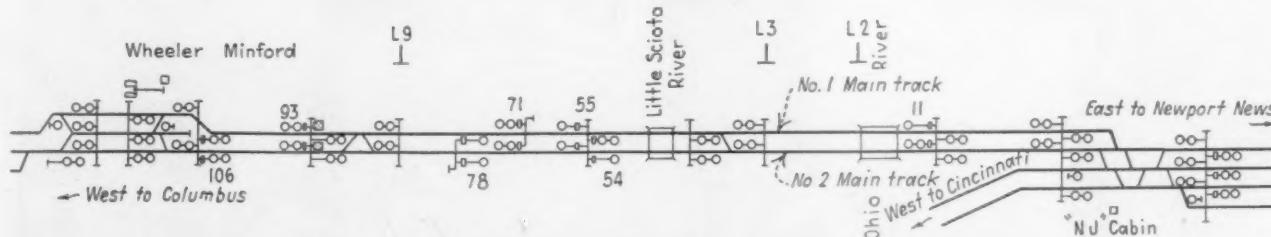
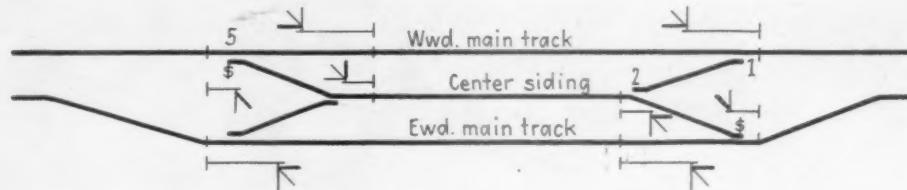
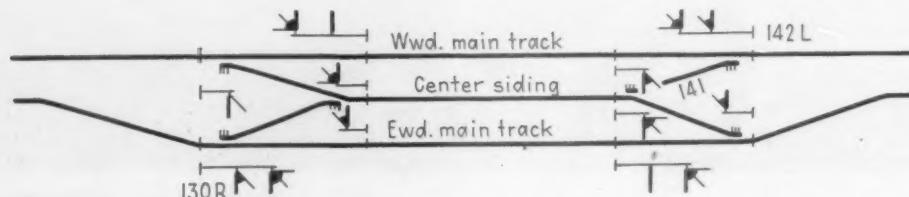


Fig. 3 — Track and signal layout between NJ Cabin and Wheeler where both tracks are signaled for both directions

Fig. 4 — Remote control power switches and signals at typical siding





Typical approach signal

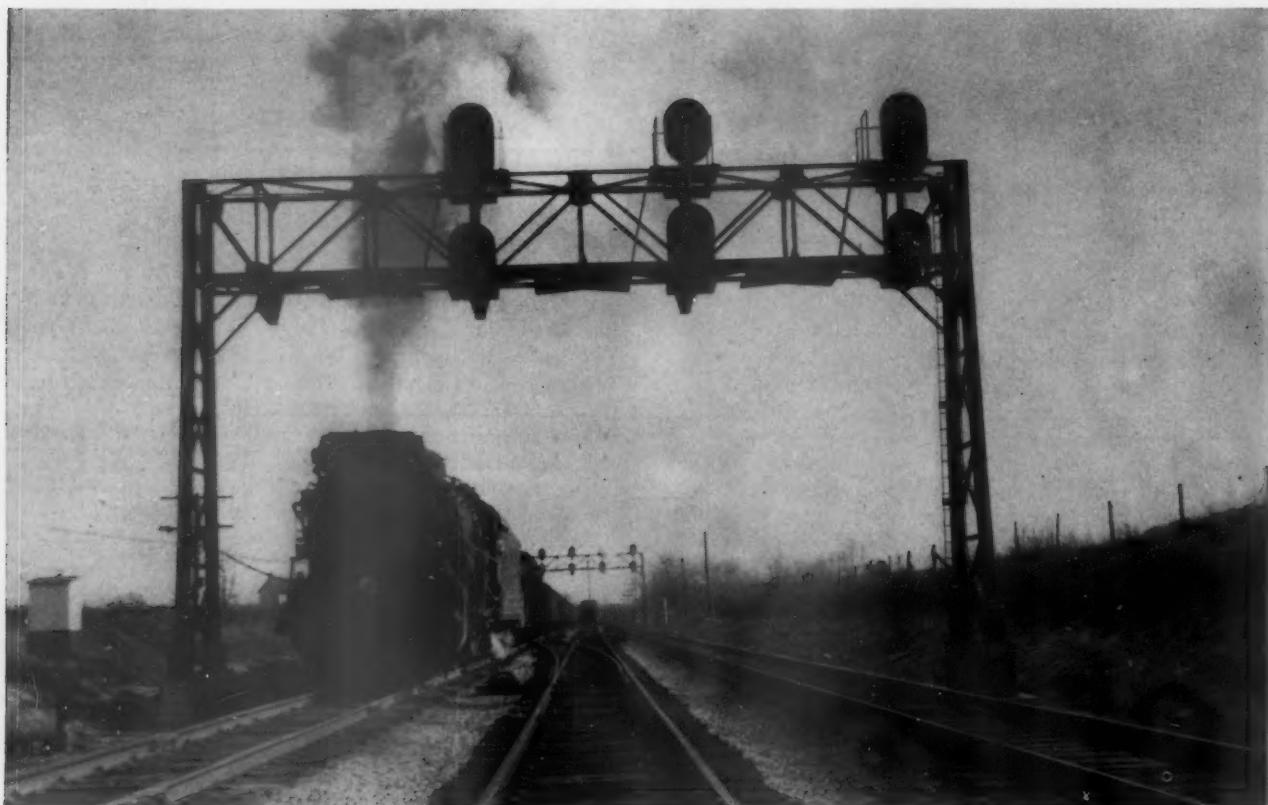
of traffic by block signals whose indications will supersede timetable superiority."

In the previous operating arrangement, the switches at the six center sidings were operated by hand-throw stands, and, in addition, spring switch mechanisms, permitting departing trains to trail through without stopping, were in service at the main-track leave-siding switches.

A typical layout is shown in Fig. 2. With this arrangement, a westbound train, to take siding, would be stopped while the head brakeman reversed hand-throw switches No. 1 and No. 2. After the train was in the siding, the rear brakeman placed the switches normal. When the train was ready to depart, it trailed out through spring switch No. 5, without stopping. Stopping and starting a 160-car coal train to enter a siding resulted in delay of about 12 to 15 minutes, and even then it had to be done carefully. With the new power switch machines and signaling, the dispatcher now operates the switches as required, and controls the signals to direct trains to enter, as well as to depart from sidings.

Numerous Delays Eliminated

Previously, train movements were authorized by timetable and train orders with automatic block signal protection for right-hand running. Offices, at one end or the other of nearly every siding, were manned by operators who were on duty part-time at some offices and full-time at others. Coal trains were required by rule to clear for superior trains prior to the arrival of such trains at the last open office in the rear, and in no instance less than 20 minutes. If the manifest freight trains or the passenger trains were running late, the coal trains



Westbound train at the east end of the center siding at Wheeler

lost a lot of time because the train order practice was not sufficiently flexible to permit the issuance of orders in time to advance the coal trains. As a consequence, coal trains lost considerable time on sidings, when, in reality, idle track and time were available for them to keep moving.

Now, by means of the track-occupancy indications on the control machine, the dispatcher knows of the progress being made by all trains, and can control the power switches and signals at the sidings to direct a coal train to hold the main track and keep going or to take siding closely ahead of a superior train. An important benefit is that the coal trains make many fewer moves into and out of sidings, which not only saves time but reduces the number of starts and stops.

A water and coaling station, located near the west end of the siding at GB Cabin, is arranged to service locomotives on both the main tracks and siding. Recently, when a westbound train stopped for coal and water at GB Cabin, the dispatcher lined up for a following train to enter the siding and take coal and water, thereby saving at least 25 minutes as compared with previous practice, in which case the second train would have stopped on the main track and waited until the one ahead had departed.

The track-occupancy indication lights on the dispatcher's control machine show minute-to-minute progress of trains, and based on this information, obtained from the dispatcher by telephone, the yardmaster at Parsons Yard can continue switching operations up to the time that a westbound train arrives. This has been a big help in Parsons Yard.

Either Direction on Both Tracks

The above applies primarily on the Wheeler-Columbus section where the right-hand running procedure prevails. Additional benefits as follows apply on the 12-mi. section Wheeler and NJ Cabin where both tracks are signaled for either-direction operation. With both tracks available for westward trains up the grade, the leverman at NJ Cabin has a much better chance to accept a westbound coal train and keep it moving through NJ Cabin and up the grade without stopping, thereby avoiding the necessity for calling a helper locomotive. (See Fig. 3) Straight track with no turnout extends from main track No. 1 at NJ Cabin through the junction to Northern subdivision track No. 2. Therefore, by routing a coal train on this track there is no speed reduction for a turnout which is a help in making a run for the ascending grade to the bridge. Whenever possible, coal trains are routed on Track No. 2 from NJ Cabin to the crossovers at Minford, where they are diverted to Track No. 1. While a westbound coal train is ascending the grade on either Track No. 1 or No. 2, a westbound passenger or manifest freight train can use the other track to run around.

This move is made frequently. For example, recently a manifest train and a coal train passed NJ Cabin going to Columbus, with their locomotives abreast. The manifest train outran the coal train so far that even though the manifest had to cross over from Track No. 2 to Track No. 1 at Minford, the coal train never received anything less than Clear signals after leaving NJ Cabin. In such instances, prior to the new signaling, the coal train would have been held at Russell yard or at NJ Cabin until the manifest freight had gone. As it was, the coal train saved at least an hour.

The signals on this subdivision are of the three- and four-indication color-light type, and display standard A.A.R. Signal Section aspects. In addition, the Chesa-

peake & Ohio has a special position-light type aspect used on approach signals as advance information that an approaching train is to take siding. One of the pictures shows intermediate signal No. 317, which has a color-light signal head and also a square background with five lamp units. These lamps are normally dark, but can be lighted to form an "X", in combination with a yellow in the main signal head. The sidings are track-circuited for the control of signals, as well as the control of track-occupancy indication lights on the dispatcher's machine.

Referring to Fig. 4, showing the layout at Robbins, when crossover 141 is reversed for a westbound train to enter the siding, with the siding unoccupied, signal 142L can be controlled to display red-over-yellow, and approach signal 209 then displays yellow over five lighted lamps forming a figure "X". Thus, with these aspects, which check siding occupancy and give advance information at the approach signal, an engineman can bring his train up to and through the turnout into the siding at restricted speed without being prepared to stop at the entering signal which would be the case if only the conventional approach aspect were displayed on the approach signal.

This signaling system was planned and installed by railroad forces. A power-operated trench digging machine mounted on a tractor crawler was used to dig trenches for buried cables. An air compressor mounted on a four-wheel drive Jeep was used to operate pneumatic digging tools and grinders. This vehicle was also used to pull in line wires. In addition to the usual assignment of track motor cars, each construction crew had a motor truck. The instrument houses were shipped on flat cars and unloaded on their foundations by power derricks. No other work-train service was required, the remainder of the materials being transported to final locations on push cars or motor trucks.



In appreciation of the services he is rendering to the engineering profession of Canada in his capacity as vice-president of the Canadian Pacific, N. R. Crump was recently awarded the honorary degree of Doctor of Laws by Queens University, Kingston, Ont. Mr. Crump, left, is shown here being congratulated by his father, T. H. Crump, of Victoria, B. C.



Standard wheel-truing machine ready for a Diesel switcher to move into place over it

A Diesel Wheel-Truing Machine

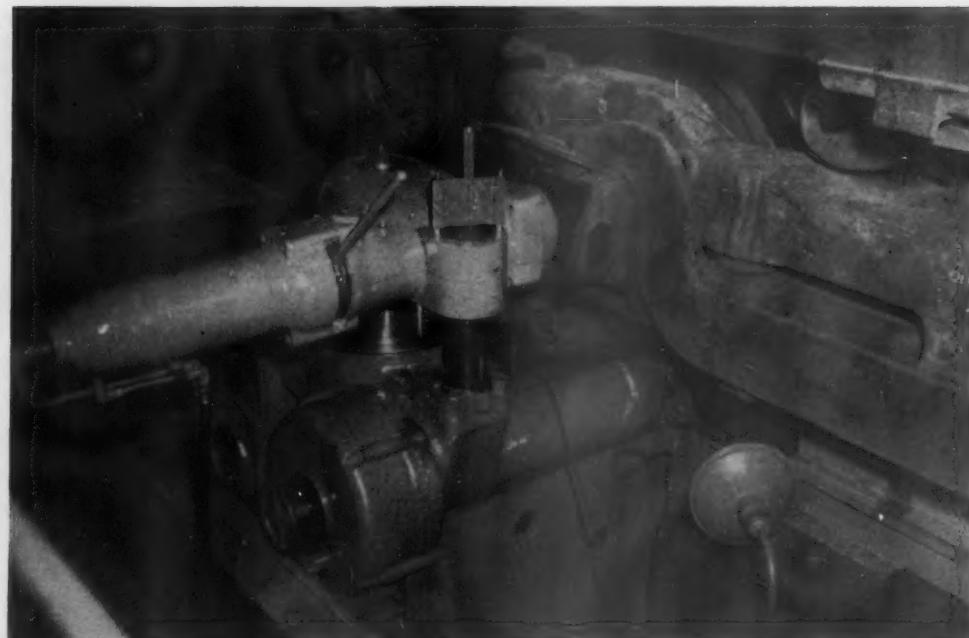
After extensive research and development work, the Standard Railway Equipment Manufacturing Company, Chicago, has announced a wheel-truing machine which, for the first time, permits restoring the full standard flange and tread contour of worn Diesel locomotive wheels without removing either the trucks or wheels from under the equipment. The Elgin, Joliet & Eastern cooperated by making its Joliet, Ill., locomotive shop available as a proving ground, and here the first machine was installed about three years ago in a pit under one of the shop tracks, developed through numerous stages and growing pains to its present design, and demonstrated to many railway officers in the past year.

At present the overall time for retruing a single pair of wheels on this machine includes 10 minute set-up, about 25 minutes for one cut on 42-in. wheels and 5 minutes taking the machine down, or a total of 40 minutes. For most wheels, the truing operation can be completed in one cut, including high-flange wheels if that is the only defect. If the flanges are thin and considerable tread metal must be removed in restoring the flanges two or more cuts may be required. Treads of the two wheels on each axle are machined to the same size and concentric with their respective journals to an accuracy of about .005 in. on the diameter.

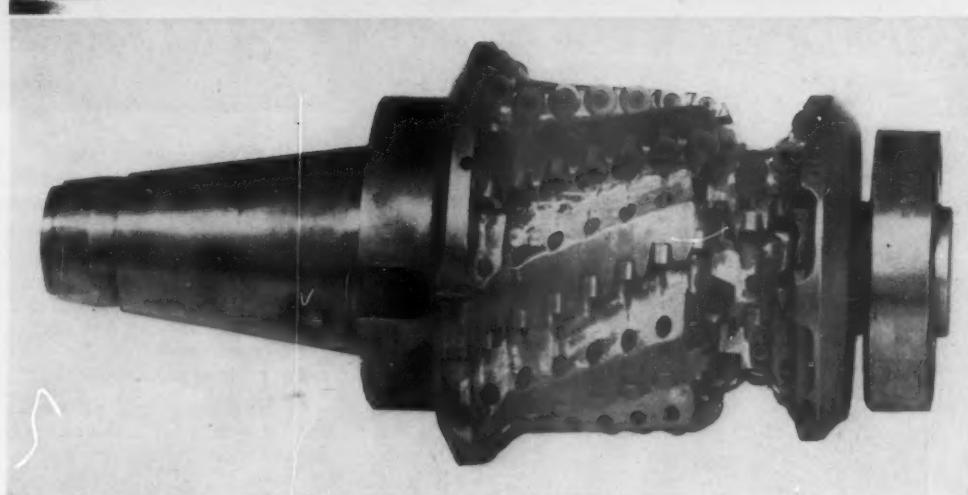
In actual practice, it has not been found necessary to hold a Diesel switcher out of service more than 8 hours for wheel truing by this method, which may be compared with two or more days when the wheels have to be removed for turning in conventional wheel lathes. In addition, therefore, to labor saved in not dropping the wheels for turning, locomotive availability is increased appreciably. Also the ability to take a skim cut, if that is all that is needed, through hard as well as soft spots conserves wheel life since tread metal is rated at about 10,000 miles per 1/16 in. of depth. The estimated cost saving per set of four pairs of Diesel switcher wheels trued by this method is \$300, exclusive of benefits from increased locomotive availability and additional life.

The machine itself is a floating milling machine mounted on a universal joint and consisting essentially of two individual components. First, the milling unit is a large floating C-shaped frame, weighing approximately 26,000 lb. This frame supports the cutters and the tailstocks, or centers, which are set into the axle centers of the wheels being turned. The depth of cut is obtained by simultaneously raising the C-frame and lowering the tailstock, or centers. Two 25-hp. motors drive the cutter spindles at 105 r.p.m., the cutters being adjustably positioned under the wheels.

One side of the wheel-truing machine in operation



The full-contour carbide-insert milling cutter



The second portion of the machine is the driving mechanism, consisting of a dual set of sliding-rail sections which hold the wheels to be milled firmly against knurled rollers bearing against the flanges and designed to revolve the wheels at a constant speed of $6\frac{1}{2}$ in. per minute during the milling operation. In this particular instance, experience indicates that climb milling, or revolving the cutters in the opposite direction from the wheels being trued, produces the best overall results. Two operators are required, one working on each side of the machine.

The special cutters developed are probably the first successful attempt at contour milling in material of 400 to 500 Brinell hardness. Each of the two solid cutter bodies is bored to accommodate more than 90 carbide inserts, arranged in eight spirals to form the full wheel contour.

These inserts are cylindrical, $\frac{5}{8}$ in. in diameter and $\frac{1}{2}$ in. thick. Since only $\frac{3}{32}$ in. of the insert protrudes above the cutter body, worn cutting surfaces are renewed by revolving the insert slightly to bring a new arc of contact. When one side of the insert has been completely dulled by a series of 8 to 10 adjustments, the in-

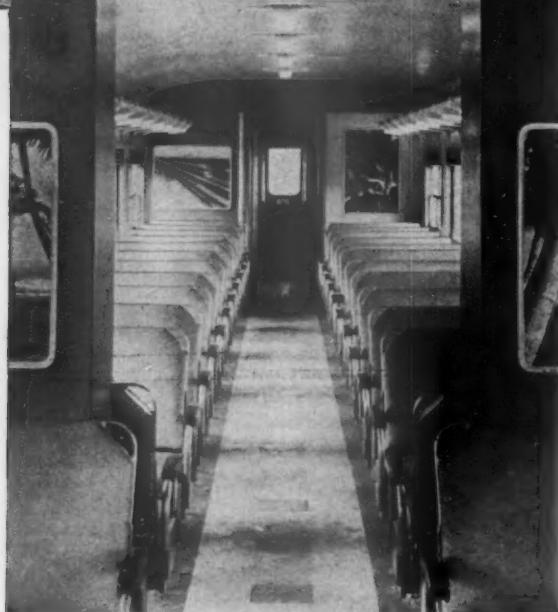
sert is reversed in the cutter and the second side similarly used up.

These inserts are placed so as to have a 6 deg. negative rake angle, which also provides the same angularity for cutter clearance. In general, the inserts need no attention in truing at least four pairs of wheels.

In operation the Diesel locomotive is moved over the pit, the wheel-drive rollers raised and the pair of wheels to be trued moved against them. The other pair of wheels on this truck is wedged and locked to the rails to prevent movement of the truck. The retractable rails are hydraulically moved away to allow for raising the wheel-truing machine.

The wheel-truing machine is raised into operating position and the tailstock centers engaged with the wheel axle centers. The wheel drive rollers and the cutters are started and the depth of cut is adjusted by electrically operated feed screws. One revolution and cut on the wheels, or more if required, restores the full flange and tread contour of both wheels. On completion of machining, the machine is lowered, rail sections repositioned, truck wheels released and the locomotive can then be moved for retruing the next pair of wheels.

BUDD'S RDC-1 USES GEORGIA-PACIFIC'S GPX plastic-faced plywood



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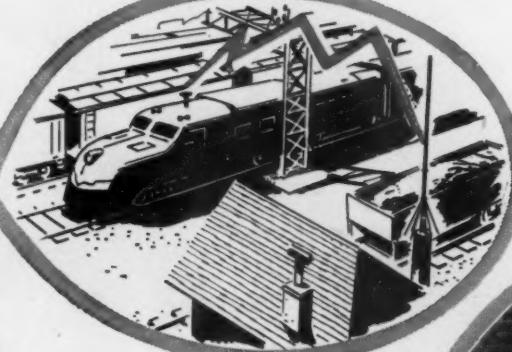
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Aerial view of Settegast yard looking in a southerly direction. The Diesel shop, the storehouse and the car-repair facilities

are shown at the right. Beyond these, and near the righthand side of the picture, is the new I.C.I. freighthouse



The yard office building has a third-floor office for the yardmaster. This building is between the leads at the southerly end of the yard

Large Freight Yard Built at Houston

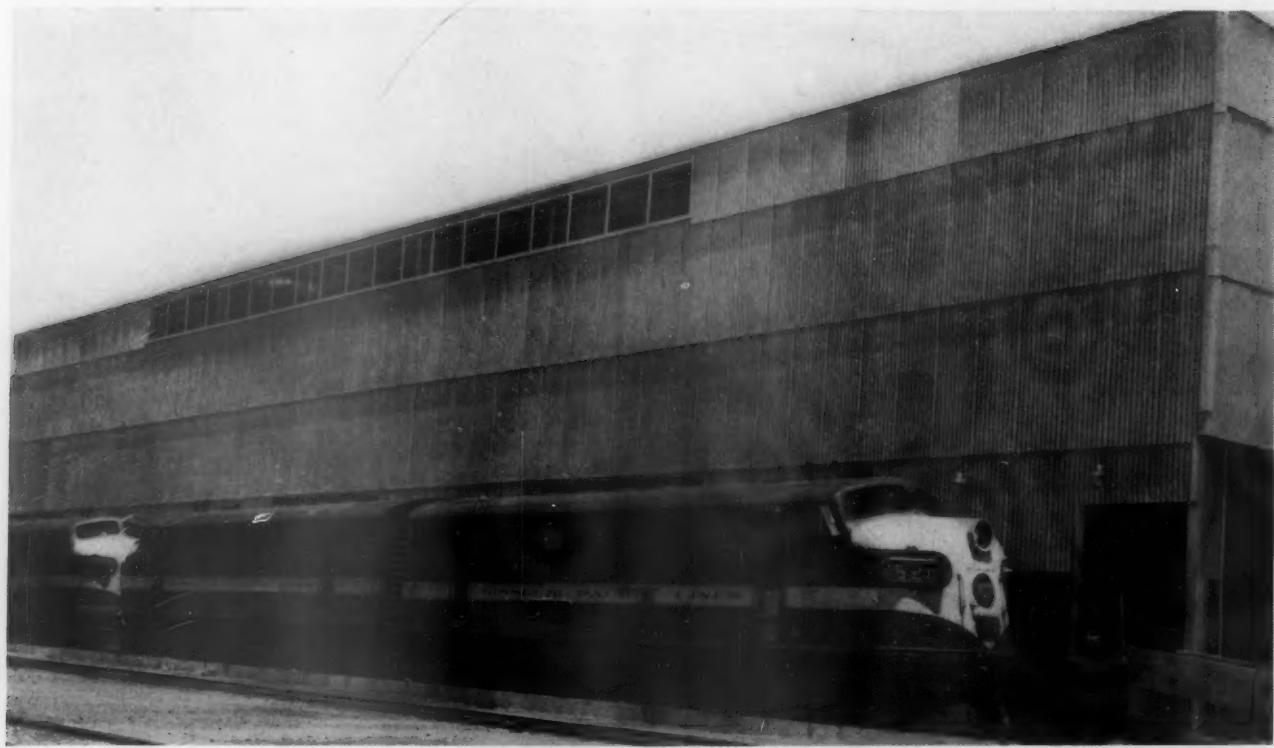
Facility constructed by Missouri Pacific Lines for lease to Houston Belt & Terminal is supported by Diesel shop and servicing layout, car repair yard, and I.c.l. freighthouse

Freight movements through Houston, Tex., have been materially expedited, and interruption of street and highway traffic in the city by such movements has been greatly alleviated, as the result of a large modern freight-classification yard that has been built about six miles northeast of the business section and close to the piers and docks serving the Port of Houston. Because of its size and efficient arrangement, plus the unusual communication system and other mechanical aids with which it has been equipped, the yard alone is an outstanding facility. What makes the project doubly interesting is the fact that it included the construction of extensive supporting facilities, including an I.c.l. freighthouse, a Diesel repair shop and servicing layout, fuel storage and pumping equipment, car-repair tracks, buildings and runways, a yard office, and many lesser items. The new facilities occupy a site of 375 acres.

Constructed by the Missouri Pacific Lines at a cost of almost \$3,000,000, the new yard is operated under lease

by the Houston Belt & Terminal, which is owned by the M. P. Lines, the Gulf, Colorado & Santa Fe, the Chicago, Rock Island & Pacific and the Fort Worth & Denver City. Under the plan of operation the International-Great Northern, an M. P. subsidiary, has leased all its terminal properties, including rail facilities, in the Houston yard limits to the H. B. & T. for operation by that line. All I.G.N. freight trains will be handled in the H.B.&T. yards, as will such trains of the Gulf Coast Lines, another M.P. subsidiary. Thus, only freight movements of the M.P. Lines are being handled at the new yard, although the other proprietary lines of the H.B.&T. may use the facility if they so desire. The mechanical facilities built as part of the project are operated by the M.P. Lines.

The new yard has been named the Settegart yard after one of Houston's prominent pioneer families. Its location with respect to connecting lines and other rail facilities at Houston is shown by the accompanying map. Also shown are the new routes that have been put into opera-



The new Diesel shop with several locomotive units spotted on the outside inspection pit

tion to permit freight-train movements to bypass the congested part of the city. Since all freight switching work of the I.G.N. will now be handled at the Settegart yard, this road's Percival and Congress Avenue yards have been abandoned.

Settegart yard is of the flat type and extends in a north-south direction. The running tracks extend through the center of the yard with groups of classification tracks on each side. Each group is served by a ladder at each end. The yard has 17 tracks for handling perishables and classification work, with a maximum capacity for a single track of 147 cars and a minimum of 60 cars. Anticipated future expansion calls for addition of 10 tracks to the west of the present yard. Now under construction in this yard is an ice dock 1,430 ft. long, with space for 32 car spots on each side. Space is available for extending the ice dock, if desired, to give a capacity of 65 cars on each side. Located on the outer track on the west side of the yard is a 72-ft. 200-ton track scale. Thoroughfare tracks are provided around the ladders and leads to allow movements to the scale with a minimum of interference with switching. Altogether 34 mi. of track were built in connection with the project, including 3.5 mi. of main connecting lines.

Tower Office for the Yardmaster

Control over operation of the yard is exercised from a yard office located at the south end of the yard between the switching leads. This is a 25-ft. by 64-ft. building with a 14-ft. by 16-ft. tower for the yardmaster at the north end, the floor of the tower being 26 ft. above the top of rail. The telegraph office is located at the south end of the main floor, and the yardmaster's office and the main office are connected by a pneumatic tube for transmitting switch lists, consists, messages, etc. The first floor

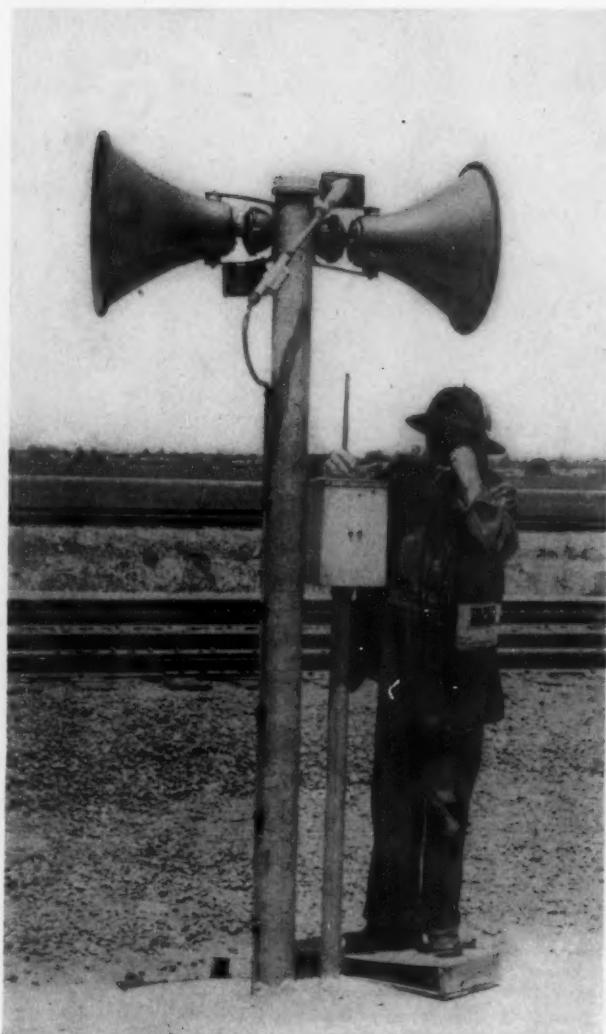
and the tower office are air conditioned to eliminate dust and noise. On a second-floor level beneath the tower office the air-conditioning and heating units are housed, along with cabinets containing communication equipment.

Centering in the yard office is an NX-type interlocking controlling the west and south wye switches and the crossover between the two main tracks at the south end of the yard, as well as all signals governing movements over or through these routes. All signals and power switches to the west governing train movements entering and departing from the south end of the yard are controlled from tower No. 80 at Percival, thus permitting all such movements to be made by signal indication and without the use of train orders.

Telephones for Trainmen

At the north end of the yard a connecting track extends north to a junction with the Beaumont, Sour Lake & Western, a unit of the M.P. Lines. A power-operated switch and governing signals at this junction are also controlled from tower No. 80. A control operator's telephone system has been installed which will permit trainmen to communicate with the operator from any controlled signal. Such messages are received in the control office by loud-speaker instead of by telephone.

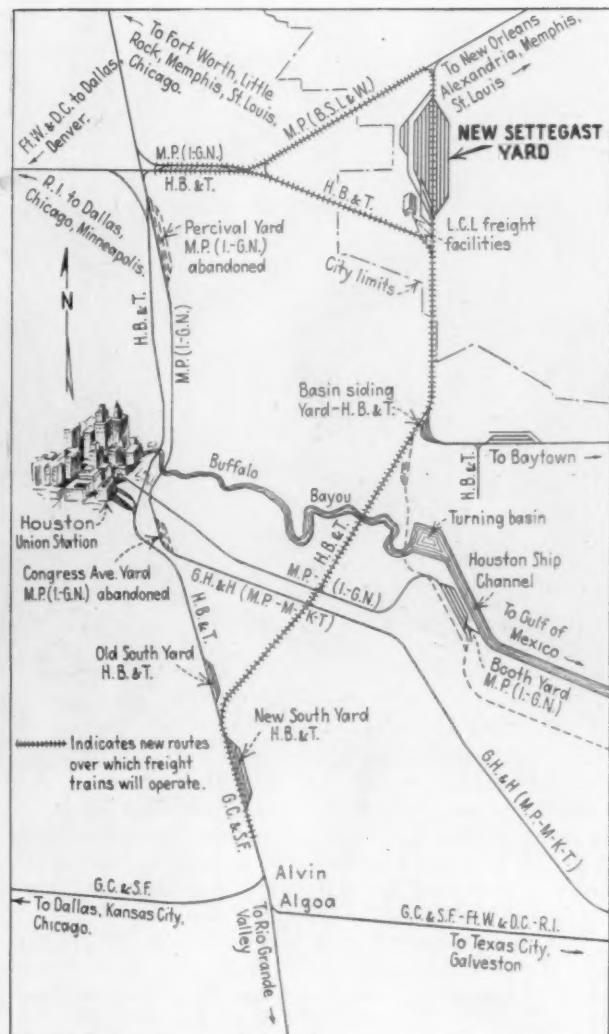
The communication system that has been installed in the yard consists of a network of hand-telephone sets and paging speakers centering in the yardmaster's tower office. Two paging speakers are placed back to back on a 3-in. pipe 10 ft. high located at the midpoint of each ladder. The telephone sets, mounted on shorter standards, are placed between alternate switch stands along all the ladders. Additional telephones are located in the scale house, at each caboose and bad order track, and in switch shanties at each end of the yard.



A dual paging speaker is located at about the midpoint of each of the ladders. Telephones permit conversations to be carried on with the yardmaster in the tower

The yardmaster has the master control of all circuits, as well as monitors attached to all circuits. Thus he is able to hear all conversations taking place over the system and to cut in and change any order given. Except for the monitors the chief clerk has the same system on his desk. Each switch shanty has a monitor system covering its end of the yard and the yardmaster's office, while the engine foreman and the assistant yardmaster can control movements at their respective locations. A feature of the communication system is that all telephones are voice powered so that they can be operated without electric power in case of a power failure. The power for the ringing system is supplied by a storage battery. This is a long-life battery requiring service and inspection only once a year.

Lighting of the yard for night operation is provided by five steel floodlight towers, 100 ft. high, which carry twenty-nine 1,000-watt, two 1,500-watt and three 750-watt floodlights. These give a light intensity of one foot-candle along the ladders and leads and a minimum of 0.3 foot-candle at any point in the yard. Six 750-watt floodlights mounted on the Diesel shop building, and three 1,000-watt and one 750-watt floodlights mounted on the water tank, illuminate the mechanical and car-repair areas, giving a light intensity of one to two foot-candles.



Map showing the location of Settegast yard with respect to connecting lines and other facilities at Houston

All the principal buildings constructed in connection with this project have structural steel frames, are covered with corrugated Transite siding and have built-up roofs designed to withstand a wind velocity of 115 m.p.h. The largest of the buildings is the Diesel shop which, together with the other mechanical facilities, is located west of the northerly portion of the yard. This structure is 50 ft. by 180 ft. in plan and has two through tracks with pits and flanking upper and lower working areas. A third inspection pit is located outside the building and adjacent to it. The pit tracks have 155-lb. rails supported on H-columns, and are served by a drop table for handling trucks of locomotives.

At one end of the Diesel shop the upper working areas are connected by lift bridges which are lowered to the track level when a locomotive is moved through the building. Lubricating oil and Diesel fuel may be delivered to units inside the building through the use of remote-control switches. A 30-ton overhead crane, with a 10-ton auxiliary crane attached, serves the entire inside area of the shop. All levels in the shop are connected by ramps. A 50-ft. by 50-ft. adjoining structure contains rooms for parts cleaning, storage, tools and office space.

Including the outside pit track, there are four tracks adjacent to the structure which are so spaced as to permit



The new I.c.l. freight-house is equipped with the latest types of mechanical freight-handling equipment

it to be expanded to a width of 150 ft. Space is also available to permit the shop to be extended 50 ft. on the south and 40 ft. on the east to provide a truck wheel shop 100 ft. long. A 30-ft. by 96-ft. building east of the Diesel shop houses the enginemen's register room, wash and locker rooms and an office.

In a pump and compressor house are twin 300 gal.-per-min. pumps handling Diesel fuel from tank car to storage and from storage to a servicing station, and to the Diesel engine building. The fuel is filtered and dehydrated in passing both to storage and to the fueling station. Twin 200 gal.-per-min. lubricating oil pumps, air compressor and electric control panels are also in this building. Filters are provided for the lubricating oil pumped to storage and to delivery points.

Diesel fuel is supplied from a 1,000,000-gal. storage tank to three outlets for one-spot fueling at the service platform. A remote-control switch for starting the pumps is provided at each outlet. Three water connections are provided between the fuel outlets.

A sand house has a rotary drier with a capacity of two tons per hour. The dry sand empties into a drum from which it is elevated by air to a 15-ton overhead storage tank. This tank has 16 outlets for one-spot sanding of two-unit Diesels on two tracks by gravity feeding. Additional outlets are provided for switchers and emergency steam locomotive sand.

A storeroom building, 50 ft. by 125 ft. in plan, is located immediately south of the Diesel-shop area. The floor is at car-door height and there is an outside platform with ramps at both ends. A lift with a capacity of two tons connects the basement oil room with the car-floor level. A firewall separates the main storeroom from the oil-storage space. Office space is provided at the south end of the building.

All buildings have water coolers at various locations, and are heated by natural gas heaters. Shower and wash rooms are served by gas-fired hot-water heaters. The water supply comes from a 20-in. gravel-wall well 875 ft. deep. Water is delivered by a 500 gal.-per-min. pump to a 100,000-gal. elevated tank 90 ft. high. The elevated tank

was provided to give adequate pressure in all buildings and enough water for proper fire protection. Air, water and gas lines serve all buildings. Two compressor houses are constructed at each end of the yard to provide train-yard air to all tracks. The switch shanties at the north and south ends of the yard are constructed of tile and are provided with showers and lockers.

The car-repair facilities are located on the west side of the new yard adjacent to the area reserved for future expansion. This layout has five tracks of which two extend through a car-repair shed 50 ft. wide and 150 ft. long, in which the vertical clearance is 22 ft. above the top of rail. When required the building can be extended 300 ft. on the north end to give a total length of 450 ft. The three outside tracks have runways between them, and air connections are provided at 100-ft. intervals along all tracks.

Three other buildings are included in the car-repair facilities. One of these, 30 ft. by 175 ft., houses the wood mill, air room, paint shop, tool room, material room, wash and locker room and office. In another, 30 ft. by 85 ft., are located the oil house, punch and shear equipment, and the blacksmith shop. The third structure, 30 ft. by 40 ft., is the triple valve building.

The new I.c.l. freighthouse, served by three house tracks, is located west of the yard at its southerly end. This structure is 602 ft. long and has a warehouse area 50 ft. by 507 ft. and office space 60 ft. by 50 ft. A covered platform 12 ft. wide extends the full length of the building on the track side. On the street side the roof overhang is 10 ft. to protect the tailboard space. The driveway on this side is 80 ft. wide. Planned for the future is a covered transfer platform, 24 ft. wide by 602 ft. long, and two additional tracks along this platform. Also proposed is a track for car-to-truck delivery, to be flanked by a driveway 80 ft. wide.

Construction work on this project was started in January, 1948, and the facilities were placed in service on June 1, 1950. The execution of the work was under the general supervision of C. S. Kirkpatrick, chief engineer of the Missouri Pacific Lines at Houston.



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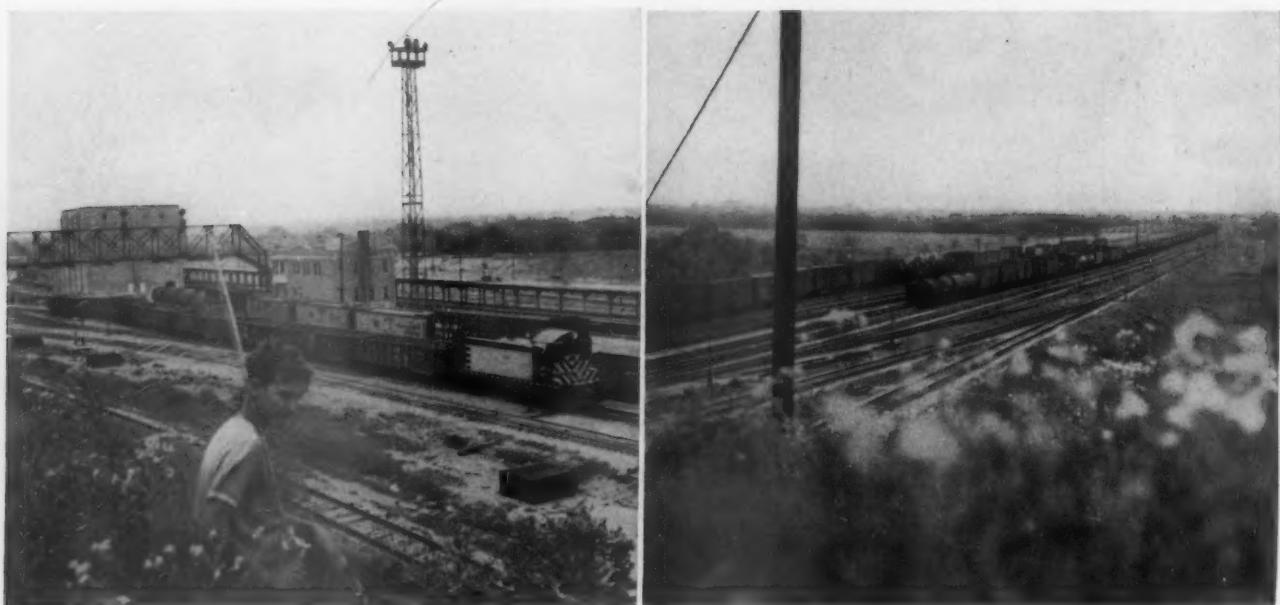
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Left—As the last of the train goes over the hump, the locomotive supplies just the amount of power needed without

going in and out of the idling position. Right—The receiving yard is long enough for a 120-car train

Texas & Pacific Uses Eight-Wheel Switcher as Hump-Yard Pusher

Addition of a field resistor and governor adjustment enables 1,000-hp. locomotive to handle 121 cars in saucer-shaped yard

The Texas & Pacific has found it possible to use an Electro-Motive 1,000-hp. NW-2, eight-wheel (B-B), 62:15 gear ratio switching locomotive for pusher service in its retarder classification yard at Fort Worth, Tex. Two things have made the operation possible. One is the character of the yard, and the other consists of slight modifications of the locomotive controls.

The receiving yard is "saucer shaped." There is a dip in the center of the yard, so that with 120 cars in the yard, one end of the string is on the hump, and the other end is on an equivalent grade at the opposite end of the yard. Under these circumstances, at the start of the push, train resistance is only equal to what would be encountered on level track with no hump. By the time the pusher locomotive has reached the center of the yard, it has lost the advantage of the downgrade, but by that time the train is only half length, and train resistance is reduced.

Humping speed in this yard is less than 2 m.p.h., and as the length of the train is further reduced, it is necessary when using the original controls, for the engineman to drop periodically into the idling position of his throttle to keep train speed down to the desired value. This means frequent operation of controls and control relays, and results in irregular power operation.

To avoid this condition, the battery field was reduced

by the application of a 3.5 ohm, 800-watt variable resistor rheostat, which causes the engine speed to be increased to a point beyond idling to perform the same amount of work and prevents the excessive operation of relays and contactors.

With the rheostat type resistor in the battery field circuit, the amount of tractive force at light load can be so controlled that the engineman may have any degree of tractive force necessary. He can so modulate the amount of tractive force that it is not necessary to drop into idling position unless the train movement is stopped altogether. This makes for very smooth operation.

When full power is required, as when the movement is being started, the engine is operated in normal manner by removal of the variable resistor from the circuit. The overall operation is, in addition, assisted by the improved wheel slip device, which energizes the overriding solenoid in governor, which prevents the complete unloading of engine as normally would occur.

The largest train which has been handled in this service to date was one of 121 cars, weighing 5,110 tons. Operation of the traction motors at short time ratings for periods of several minutes is necessary, but no excessive motor temperatures have been reached, and periodical examination of the traction motors indicated a normal operating condition prevails.

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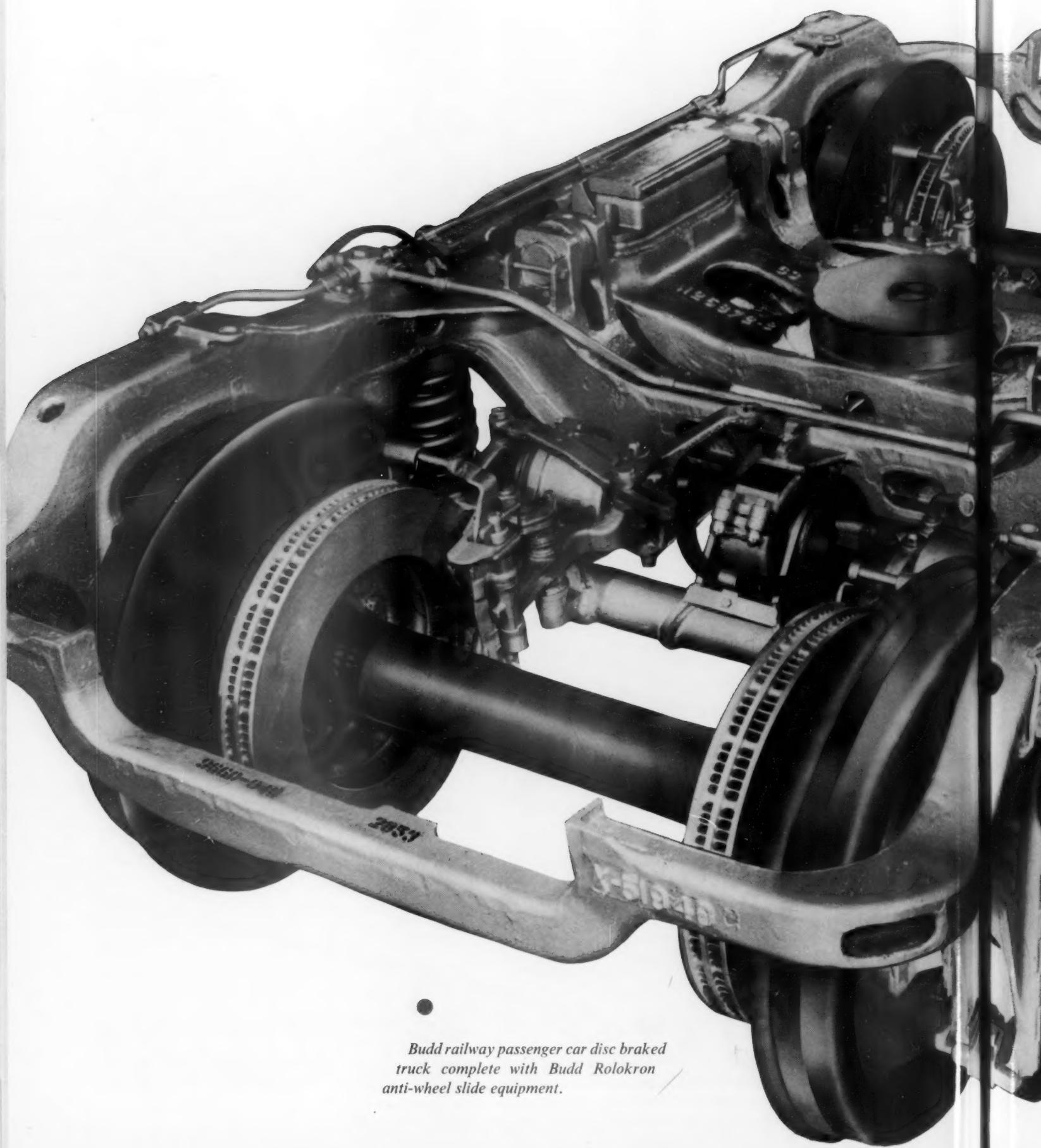
This comparison applies also to shafts, armature coils, field coils and brushes, each not just a part which can be bought promiscuously, but each having special "built-in" electrical and mechanical features to form a composite part of a SAFETY PRODUCT with a SAFETY GUARANTEE.

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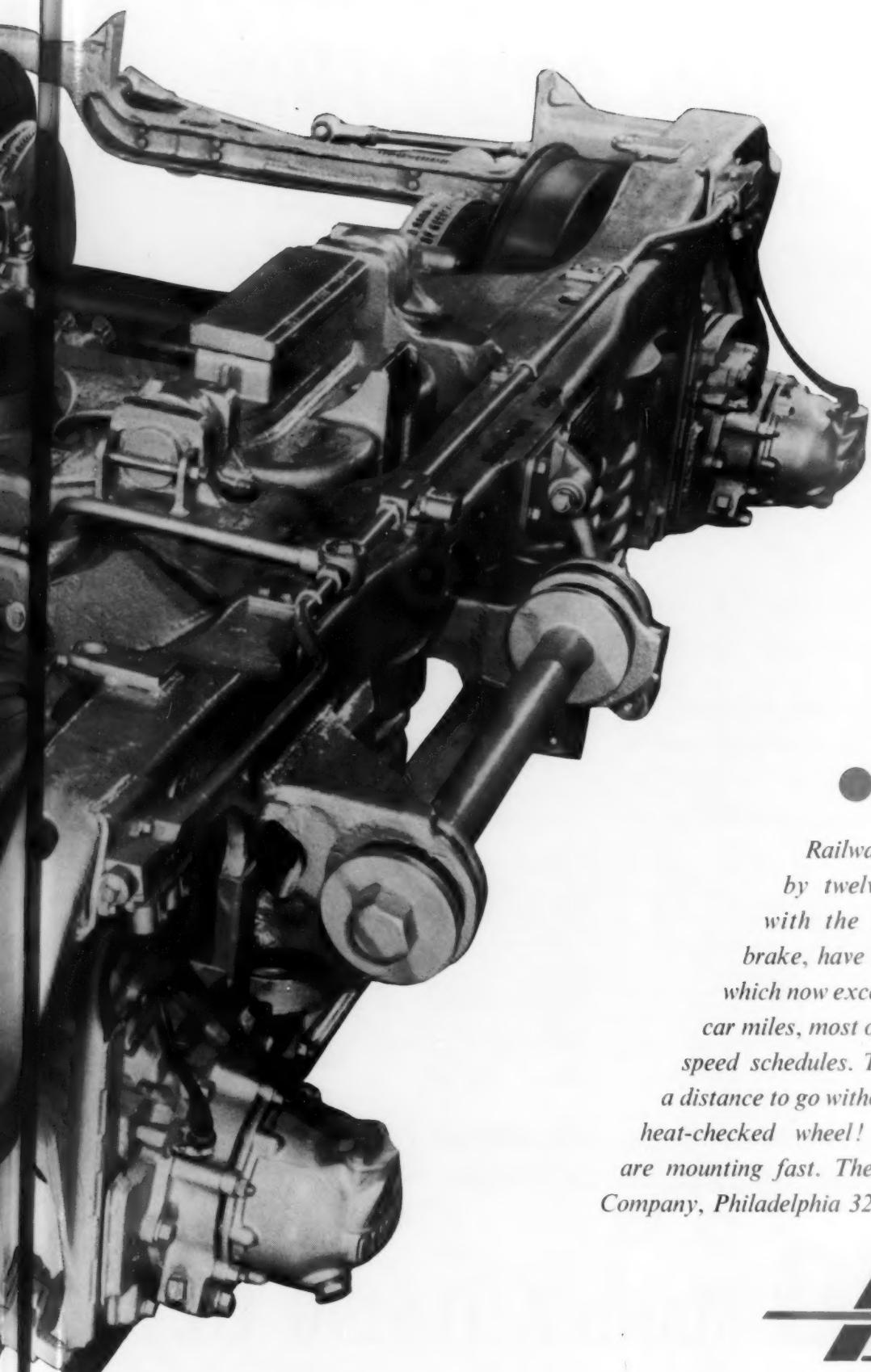


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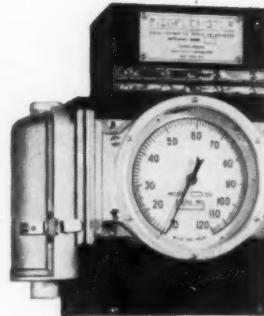
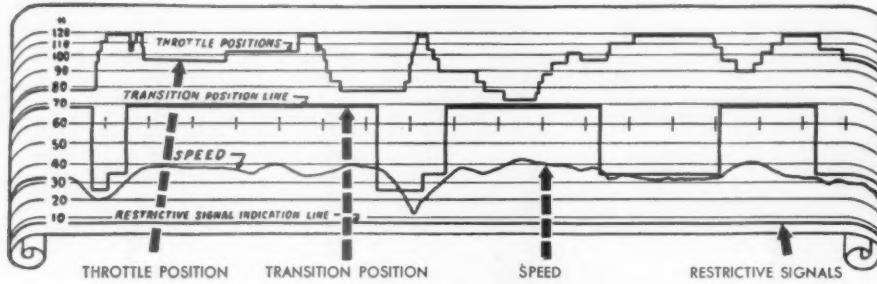
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GENERAL NEWS

Dieselization of Remaining Steam Operations Might Save \$804 Million a Year

I.C.C. bureau previews forthcoming study of motive power; also shows how business of air lines and motor carriers is growing

Data presented by the Interstate Commerce Commission's Bureau of Transport Economics and Statistics, in the latest issue of its "Monthly Comment," indicate that Dieselization of remaining steam operations might add as much as \$803.8 million to the annual-basis savings of \$342.4 million which the railroads realized in 1948 as a result of that year's Diesel operations. The \$803.8 million figure assumed an average level of operations equal to that of the 1946-49 period, while the comparable figure on the basis of the 1936-39 average level of operations was \$418.8 million.

Other articles in the "Comment" presented figures showing that domestic trunk air lines performed 39.3 per cent of the total air and railway first-class passenger-miles in this year's first quarter, compared with 33.3 per cent in the first three months of 1949; and that 1949 revenues of Class I, II, and III motor carriers of property and passengers were equivalent to 42 per cent of the 1949 gross reported by Class I railroads, compared with 24 per cent in 1939. Also there were discussions of changes in capitalization of Class I roads, and of trends in employment on the railroads and in the whole transportation industry.

What Savings from Dieselization?

The article on prospective savings from further Dieselization was a preview of a "Study of Railroad Motive Power," which the bureau expects to issue as Statement No. 5025. Because of assumptions and other infirmities of the data, the bureau did not refer to the figures given above as estimates of savings. "The results are offered," it said, "not as actual estimates of the potential savings but as simple mathematical extensions of the unit savings in 1948 on the assumption that all freight, passenger, and yard service performed by steam power were to be performed by Diesels at the assumed level of operations of the two periods."

In the latter connection, the bureau had previously said that "wide variations in the results" between the 1936-39 and the 1946-49 average levels of operations, "together with the various assumptions involved," indicate "not only the difficulties of determining future savings but also the possible danger of generalizations based on such projections." The ac-

companying table is reproduced from the "Comment" which took it from the forthcoming bureau study.

The comparative figures on first-class-railway and air-line passenger traffic show that passenger-miles of air lines were up 9.3 per cent in this year's first quarter compared with 1949, while railroad passenger-miles in parlor and sleeping cars were down 15.9 per cent. That so-called "coach" service has been a factor in holding up passenger business on air lines is indicated by an analysis made by the Aviation Statistics Division of the Civil Aeronautics Administration. From the June 1 issue of that division's "Monthly Comment on Aviation Trends," the I.C.C. bureau quoted a statement which said "evidence of increasing diversion of regular fare passengers to coach flights was apparent in the March statistics."

The C.A.A. division followed through to give figures showing that air lines in March carried 58,726 coach

passengers, total coach passenger-miles having been 65.6 million. "This," the division continued, "represented 11.5 per cent of the total domestic passenger traffic. A year ago only 2.5 million coach passenger-miles were flown. On the other hand, standard fare traffic amounted to 502.6 million passenger-miles in March, 1950, compared with 531.1 million passenger-miles in the same month a year ago. It is noteworthy that 72 per cent of the seats on coach flights were filled as against only 55 per cent on the regular fare flights."

The I.C.C. bureau's tabulation, which used Civil Aeronautics Board figures, showed that in 1949 air lines performed 41.2 per cent of the total air and first-class-rail passenger miles. In 1948, the air lines' proportion was 34.6 per cent. It was only 6.1 per cent in 1938.

The data on revenues of Class I, II, and III motor carriers of property and passengers are estimates by years, running back to 1939. They show that intercity revenues of common-carrier truckers rose from \$579.1 million in 1939 to \$2,496.9 million in 1949. Intercity revenues of contract truckers were up from \$112 million to \$183.2 million. Total operating revenues, both intercity and local, of both types

Projection of savings in 1948 from the displacement of steam by Diesel power based on 1948 unit costs and average levels of operation, 1936-39 and 1946-49

Item	Based on	
	1936-1939 average level of operations	1946-1949 average level of operations
(1)	(2)	(3)
Freight service:		
1. Difference between steam and Diesel cost per 1000 G.T.M. in 1948	\$0.4888	\$0.4888
2. Gross ton-miles of steam locomotive trains (000) ¹	549,067,219	1,051,190,786
3. Projected savings (1 x 2)	\$268,384,057	\$513,822,056
4. Estimated savings realized in 1948	\$150,067,970	\$150,067,970
5. Total (3 + 4)	\$418,452,027	\$663,890,026
Passenger service:		
1. Difference between steam and Diesel cost per car-mile in 1948	\$0.0629	\$0.0629
2. Car-miles of steam locomotive trains ¹	1,121,672,232	2,041,731,951
3. Projected savings (1 x 2)	\$70,553,183	\$128,424,940
4. Estimated savings realized in 1948	\$89,222,216	\$89,222,216
5. Total (3 + 4)	\$159,775,399	\$217,647,156
Yard service:		
1. Difference between steam and Diesel cost per locomotive-hour in 1948	\$4.6271	\$4.6271
2. Locomotive-hours of steam locomotives ¹	17,255,245	34,922,004
3. Projected savings (1 x 2)	\$79,841,744	\$161,587,605
4. Estimated savings realized in 1948	\$103,124,312	\$103,124,312
5. Total (3 + 4)	\$182,966,056	\$264,711,917
All services:		
Projected savings (Item 3)	\$418,778,984	\$803,834,601
Estimated savings realized in 1948	\$342,414,498	\$342,414,498
Grand total (Item 5)	\$761,193,482	\$1,146,249,099

¹The procedure here was to find the average gross ton-miles of all types of power in freight service, car-miles in passenger service, and locomotive-hours in yard service in the periods 1936-39 and 1946-49, respectively. From each of the resulting two averages there were deducted the gross ton-miles, etc., of other than steam or Diesel power. This adjustment, minor in nature, was made on the basis of 1949 data, the latest available. The gross ton-miles of Diesel operations in 1948 were then deducted from the adjusted averages for the two periods of gross ton-miles of all types of power, excluding non-steam and non-Diesel operations. Figures for passenger car-miles and yard hours were obtained in a similar manner.



OUTDOOR SUMMER ADVERTISING by the New York Central

of truckers were \$792.2 million in 1939 and \$3,033.8 million in 1949.

The gross realized by motor carriers of passengers was put at \$169.1 million for 1939 and \$532.9 million for 1949. The latter figure included \$395.8 million from intercity, regular-route bus operations. Intercity revenue of bus lines has been declining since 1944, when it totaled \$444.2 million. Comparable figures for years prior to 1944 were not available, the bureau said.

Growth of Highway Traffic

By recasting the data into index numbers, the bureau showed that, on the basis of 1939 as 100, the 1949 index of intercity truck revenues was 387.8, compared with 217.2 for freight revenues of Class I line-haul railroads. On the same basis, the 1949 index of total truck and bus revenues was 371.0, compared with 214.8 for total operating revenues of Class I roads.

Meanwhile, 1950 trends in the bus business were shown by returns of Class I motor carriers of passengers for the year's first three months. The reporting group included 185 intercity operators with total operating revenues of \$75.6 million, a decline of 10.7 per cent below the gross of \$84.6 million reported for the first quarter of 1949. Operating expenses were down only 9.1 per cent, and the deficit for the quarter was up from 1949's \$1,667,381 to \$2,826,116. These intercity buses carried 17.7 per cent fewer passengers in the first quarter of this year than in the like 1949 period, a percentage decline slightly greater than the drop of 17.1 per cent in the corresponding figures for Class I railroads.

Changes in Capitalization

The article on changes in railroad capitalization included figures showing that long-term debt of Class I line-haul roads amounted to \$9,154 million at the close of 1949. This was 2.2 per cent above the 1948 year-end total of \$8,960 million, but 12.5 per cent below the comparable 1943 figure of \$10,463 million.

Most of the debt increase in 1949 over 1948 was attributable to an increase of \$251.7 million, or 17.5 per cent, in equipment obligations, the bureau pointed out. It also noted that, between 1943 and the close of 1949, there was an increase of \$919 million,

or 118.8 per cent, in equipment obligations. As of the close of last year, equipment obligations, totaling \$1,693 million, accounted for 18.5 per cent of total long-term debt, compared with only 7.4 per cent in 1943.

Railroad reorganizations during the 1944-49 period had "an important effect on the reduction in debt," the bureau explained. It added that debt in default declined 73 per cent between 1943 and 1949—from \$757.8 million to \$204.6 million. The latter, however, was 46.9 per cent above the 1948 figure of \$139.3 million. Annual interest accruals on all classes of long-term debt declined from \$443.4 million in 1943 to \$321.2 million in 1949, or 27.5 per cent. The amount of capital stock outstanding changed but slightly—\$7,880 million in 1949, compared with \$7,918 million in 1943.

Employment Trends

From its analysis of the data it presented on employment, the bureau found that employment on railroads, during the 1940-1942 period, rose more rapidly than transportation-industry employment and total civilian employment. On the basis of 1940 as 100, the 1942 index of railroad employment was 124.4, compared with 117.2 for all transportation employment (including rail), and 113.1 for total civilian employment.

After 1942, railroad employment continued to rise through 1945, but at a lower rate than employment in all transportation, although continuing to increase as a proportion of total civilian employment. After 1945 it declined each year, both absolutely and relatively. In 1949 it was 18.2 per cent above the 1940 base, compared with respective increases of 27.7 per cent and 23.5 per cent in total transportation employment and total civilian employment.

The railroads' proportion of total transportation employment was down last year to 50 per cent, while their proportion of total civilian employment was down to 2.35 per cent. During the 1939-1949 period covered by the bureau's figures, these proportions were at high points, respectively, of 57.34 per cent in 1942, and 3.08 per cent in 1945.

In another article, the "Comment" presented selected data from revenue traffic statistics of Class I roads for the

first four months of this year. The showing as to passenger business prompted the bureau to observe that "passenger fare increases authorized by the I.C.C., particularly for the eastern lines, tended to compensate in some measure for the appreciable decrease in traffic, so that for the roads as a whole the 13.1 per cent decline in revenue (as compared with 1948's first four months) was substantially less than the loss of 17.3 per cent in passenger-miles." In the Eastern district, passenger revenue was off only 10.7 per cent despite a loss in traffic of 17.8 per cent. In the other territories, however, the percentage decline in passenger revenue was only slightly less than that in passenger-miles.

Express Prorate Plan Needs No I.C.C. Order

**Commission so finds; rejects
complaint of eastern roads**

The Interstate Commerce Commission has found that the Railway Express Agency was not required to obtain an approval order from the commission when the agency, in 1938, adopted its present plan for prorating revenue from interline express shipments among participating railroads. And no order is necessary at this time, the commission said, because R.E.A.'s action without one "was in no way unlawful."

In the same report, the commission also found that good cause had not been shown for issuance of an order requiring modifications sought by eastern railroads in the basis for distributing revenue from express traffic to the four territorial groups of roads. The report was in the No. 29679 proceeding.

This was an investigation instituted by the commission on its own motion in April, 1947, to determine whether the prorating plan conformed to requirements of the Interstate Commerce Act. Also involved were two reopened proceedings, Finance Dockets Nos. 7322 and 7316, wherein the commission's 1929 decisions approved the railroads' ownership and control of the Express Agency and pooling arrangements for handling express traffic under the 25-year Express Operations Agreement, which expires February 28, 1954.

In Effect Since 1938

The prorating plan, which the commission found lawful, is the so-called economy plan in effect since July 1, 1938. It involves allocation of interline express revenue by use of percentages based on actual movements during a test period which was the year ended May 31, 1938. This eliminates much of the accounting expense incurred under the previous plan of determining the allocation by a check

of individual waybills. Evidence in the case indicated that R.E.A.'s 1947 operating expenses would have been some \$12 million higher than they were if the previous plan had been in effect that year.

The investigation out of which the present report has come was an aftermath of the Ex Parte 163 express-rate case of 1946. It was at hearings in that case that the "economy plan" first came to the attention of the commission in a formal way. In its report in the proceeding, the commission noted it had received no petition for modification of its 1929 orders to accord the "economy plan" approval thereunder. A petition was then filed by R.E.A., and the commission's order of investigation followed a few months later (see *Railway Age* of May 3, 1947, page 914).

The present commission determination agrees with the position taken by R.E.A. While the petition was filed to seek an approval order if such were deemed necessary, R.E.A. argued that the "economy plan" did not require specific approval because it "related merely to an accounting detail incidental to the pooling." As the commission put it, its approval of the pooling arrangements sanctioned their "general plan," but did not undertake to pass upon "particular provisions."

Eastern Roads' Complaint

The commission then turned to its consideration of the eastern roads' complaint against the present basis for distributing revenue from express traffic to the four territorial groups of roads, i.e., eastern, southern, western, and mountain-Pacific. The eastern roads wanted to modify the provision relating to deduction of express operating expenses, now on a territorial basis. They wanted to have the countrywide total of expenses deducted from the countrywide total of R.E.A. revenues, and the net amount then allocated to the four territorial groups for distribution to individual lines. Their specific request was that the commission modify its 1929 orders to require incorporation of their proposal into the express contract.

The present plan, the eastern roads contended, is unfair because express operating expenses in their territory have increased more rapidly than in other territories. If their proposal had been in effect in 1948, "their rail transportation revenue would have been increased by \$17,604.904 for the year," the commission said. It went on to review other evidence offered in support of the proposal, which it called an undertaking by the eastern roads to establish "a nationwide pool in lieu of the group pooling previously approved."

As to that, the commission agreed with the position taken by roads in other territories—that "to require the establishment of a nationwide pool as a supplemental condition to the previous approval of group pooling would be contradictory." It also pointed out

that any modification of the present arrangement would require the assent of all roads concerned.

The commission added that it would "hardly be warranted in assuming" that western and southern roads would assent. And it went on to say that issuance of the order sought by eastern roads "might well precipitate an immediate crisis in the express business, at a time when its future conduct, after the termination of the present agreement 4 years hence, is under study by a committee of railroad officials." The "danger of such a crisis," the commission suggested, "perhaps explains why the eastern lines do not press their contentions to the point of urging that the present arrangement be disapproved as no longer in the interest of better service . . . or of economy in operation unless the modification which they request is ordered."

The report noted the dissent of Commissioner Aitchison, and that Chairman Johnson and Commissioners Mitchell and Cross did not participate in disposition of the proceeding.

Senate Group Hears Transport Association

Also Teamsters union, which calls I.C.C. "ineffective"

Donald D. Conn, executive vice-president of the Transportation Association of America, last week told the Senate's subcommittee on domestic land and water transportation that regulated carriers have not been able to participate, to the extent of other industries, in the economic prosperity of the nation. Mr. Conn made his presentation at the July 13 session of public hearings which the subcommittee, headed by Senator Myers, Democrat of Pennsylvania, is holding in connection with studies it is making pursuant to Senate Resolution 50.

At the same session, the subcommittee heard Frank Tobin, director of research for the International Brotherhood of Teamsters, assail the Interstate Commerce Commission for its "feeble and ineffective administration" of the Interstate Commerce Act. Unless his union sees the situation improving, Mr. Tobin said, it will "urge removal of the regulatory function to a new agency or complete abandonment of regulation as preferable to existing hypocrisy."

Vice-President Conn of T.A.A. described the association's organization and the "national cooperative project" in which it has brought together interested parties for the purpose developing recommendations for solution of the transportation problem. These recommendations will be submitted to Congress "in the early months of 1951," Mr. Conn said, adding that until then the association "will have no recommendations of any kind, unless they be of an emergency nature."

He went on, however, to offer some "observations," which included an assertion that "the transportation problem of 1950 is the most crucial and complicated issue facing the American people." Coming then to his discussion of the regulated carrier's plight, Mr. Conn said that "every form of common carrier is necessary to the economic and social development of this country, and to its national defense."

"Each has its place," he continued. "In the public interest each should be developed to the utmost in its sphere of greatest usefulness. . . . The common carriers of all types are hemmed in by (a) economic pressures, (b) restrictive laws, (c) cumbersome and obsolete regulation, and (d) constant political attack. As a result, there has been no stability of this industry, as a whole, since 1920."

Earlier in his statement, Mr. Conn had said: "If our system of transportation is to serve adequately in war or in peace, under the principle of competitive private ownership, it is essential that Congress revise basic national transportation policy, and establish a system of regulation that will assure the stability and efficiency of these most vital of the nation's public services."

The Teamsters' complaint against the I.C.C., as spelled out by Mr. Tobin, was based largely on the union's feeling that the commission should do more than it has done to curb truck-leasing practices. Mr. Tobin condemned, especially, the employment of "gypsy" truckers by certificated motor carriers under trip-leasing arrangements.

Report "Astonishing"

He noted that the commission's Division 5 did not prohibit such trip-leasing in its recent report prescribing leasing rules and regulations. (See *Railway Age* of July 15, page 54.) Mr. Tobin suggested that Division 5's report would "astonish" the subcommittee. As he put it, the report "wrote a simple ticket for the carriers to continue precisely the practices which have flourished."

Previously, Mr. Tobin had asserted that "a large and increasing number of our motor carriers do not own a single piece, or only a limited amount, of equipment." He called "pernicious and pervasive leasing practices" the "main-spring of all the manifold evils which now threaten the stability of motor transportation."

The "gypsy" truckers are of "several types," Mr. Tobin also said, and then added: "But his essential hallmark is his willingness to carry freight for any authorized carrier on a trip-lease basis. The true gypsy, or wildcatter, bangs around the country in his piece of equipment which he has usually purchased on time and on which he is usually behind on the payments. He shops and bargains as he can for any load of freight tendered to him."

In another part of his statement, Mr. Tobin described a certificated carrier's I.C.C. certificate as "a license to exact tribute from the gypsy." The union's decision as to whether it will seek either

the transfer of regulation to another agency, or abandonment of regulation entirely, will depend upon results of the subcommittee's studies, or the "further consideration" by the I.C.C. of the leasing case, he said.

"If," he continued, "the total situation in 1950 is almost identical with that before 1935 which led to regulation—and it is—then the pretense of regulation will have to be adjudged a failure and abandonment of the pretense considered or some further effort be made through the creation of a new agency, divorced from the pattern and tradition of fumbling effectiveness of the commission."

Among others making presentations July 13 and at the July 18 session of the hearings was Ralph Nordan of Baltimore, Md., a former owner-driver, or "gypsy" trucker, who is now employed as driver for a company which operates its own trucks. Mr. Nordan said he wanted to give the subcommittee the benefit of his experience "as to the total disregard of I.C.C. rules."

"In all the years since the Motor Carrier Act was passed," he continued, "I have never been stopped by I.C.C. inspectors, nor have I ever seen any sign of the I.C.C. inspecting any other driver or his equipment. I found other drivers showing no worry about the policing of the I.C.C. I, myself, and all the other drivers I know regard the I.C.C. rules as a joke."

Mr. Nordan also expressed his view that "if gypsies were stopped, it would help a lot." "Gypsies," he added, "have to load as heavy as they can to try to keep going. . . . But many regular companies who don't use gypsies try to stay in the legal load limits."

The "Gypsy" Question

John J. Lane, director of industrial relations of Associated Transport, made a brief statement saying, among other things, that this motor carrier, "like many other companies," has been forced on occasion by competitive conditions to use so-called gypsies." He went on to say that "less than 5 per cent of the equipment we use is handled by these owner operators or gypsies."

Despite this situation, Mr. Lane said, Associated Transport feels that "gypsies" comprise "an undesirable factor in the motor freight industry." The company also thinks trip leasing should be abolished, and it would also approve I.C.C. rules requiring all drivers to be employees of the company "for whom they are driving or by whom they are leased."

Another witness was Michael L. Adley, treasurer of the Adley Express Company, New Haven, Conn., who expressed his general agreement with the statement made by Mr. Tobin and offered additional evidence along the same lines. Mr. Adley also complained that the railroads are "trying to build up in the minds of the public a resentment against trucks on the theory that trucks damage the roads and that motor transportation and other competing

forms of transportation are being subsidized at the expense of the public."

As Mr. Adley identified it, the "real purpose of the railroads is to force additional expense upon competing forms of transportation and raise the freight rates so that they will be in a position to raise their rates and still be in a competitive position." While he suggested that the subsidy question should be "thoroughly studied," he expressed his own belief that "motor carriers more than pay their own way."

Truman Asks Authority To Allocate Scarce Materials

Legislation "to assure prompt and adequate supplies of goods for military and civilian use" was recommended by President Truman in a message on the Korean war situation which he sent to Congress on July 19. Specifically, the President recommended "that the Congress now enact legislation authorizing the government to establish priorities and allocate materials as necessary to promote the national security; to limit the use of materials for non-essential purposes; to prevent inventory hoarding; and to requisition supplies and materials needed for the national defense, particularly excessive and unnecessary inventories."

In leading up to this recommendation, the President said that "some materials were in short supply even before the Korean situation developed." He added that "the steel industry, for example, was operating at capacity levels, and even so was not able to satisfy all market demands." The President also said that "some other construction materials, and certain other products, were also under pressure and their prices were rising—even before the outbreak in Korea."

"The substantial speed-up of military procurement," he continued, "will intensify these shortages. Action must be taken to insure that these shortages do not interfere with or delay the materials and the supplies needed for the national defense."

Bills designed to carry out the foregoing legislative recommendations were introduced in Congress shortly after the message was read. Meanwhile, the message also advised Congress that the President was "directing all executive agencies to conduct activities wherever practicable to lessen the demand upon services, commodities, raw materials, manpower and facilities which are in competition with those needed for national defense." The government, as well as the public, the President added, "must exercise great restraint in the use of those goods and services which are needed for our increased defense efforts."

Another legislative recommendation of the message called upon Congress to authorize, "for national defense purposes, production loan guarantees and loans to increase production." As to the price situation, the President ex-

pressed his hope that it would be kept in hand by voluntary restraint on the part of business and the people. "However," he added, "if a sharp rise in prices should make it necessary, I shall not hesitate to recommend the more drastic measures of price control and rationing."

The message further revealed that it would be followed within a few days with specific Presidential requests for appropriations in the amount of approximately \$10 billion. Also, it announced that the President would submit tax proposals "at an appropriate time, as soon as the necessary studies are completed." In the latter connection, the message had previously said: "We must make every effort to finance the greatest possible amount of needed expenditures by taxation."

"The increase of taxes is our basic weapon in offsetting the inflationary pressures exerted by enlarged government expenditures. Heavier taxes will make general controls less necessary."

Strike Ended—Board Will Consider Lake Dock Disputes

Striking dock personnel at Lake Erie ports returned to work on July 14, and the emergency board created by President Truman to investigate their case will begin public hearings at Toledo, Ohio, on July 24. The strike, which began on June 17, was ended as a result of the board's mediatory efforts.

The involved disputes are between two dock companies and those of their employees represented by the International Longshoremen's Association. The dock companies are the Toledo, Lorain & Fairport Dock Co., and the Toledo Lake Front Dock Company. The former is an affiliate of the Baltimore & Ohio, while the latter operates joint facilities of that road and the New York Central. Members of the board are Robert G. Simmons, Joseph L. Miller, and Dudley E. Whiting.

Train and Yard-Service Wage Cases Moved to Washington

Mediation proceedings in the wage and rules disputes involving train and yard-service employees shifted this week from Chicago to Washington, D.C., where the National Mediation Board resumed its conferences with the parties. The initial Washington meetings, which began on July 17, were described as "exploratory," and there was no indication of White House intervention up to the time this issue went to press.

The Mediation Board has been trying to bring about a settlement of the disputes since recommendations of the emergency board which reported on them were rejected by the unions involved—the Brotherhood of Railroad Trainmen, Order of Railway Conductors, Railroad Yardmasters of America, and Switchmen's Union of North America.

In the case of the latter, which staged the recent strike against five

News Briefs . . .

... The 68-year-old Big Horn tunnel near Custer, Mont., part of the Northern Pacific's main line since its construction in 1882, recently was retired as operations began over a new 6,642-ft. cutoff which by-passes the 1,069-ft. tunnel and materially reduces track curvature.

... The Western Pacific is experimenting with a 16-mm. motion picture projector as auxiliary equipment for a maintenance-of-way train recreation car. Pictures are presented outdoors to the track gangs twice each week.

... New sleeping cars with 12 roomettes and 4 double bedrooms have been added by the Wabash to the consists of the "Midnight" between Chicago and St. Louis, Mo., and to the "St. Louis Limited" and the "Detroit Limited" between St. Louis and Detroit, Mich.

western roads, the United States District Court at Buffalo, N.Y., this week extended, from July 18 to August 4, the expiration date of the restraining order that forced the union to end its strike on the Chicago, Rock Island & Pacific after President Truman had taken over that road and assigned the job of operating it to Secretary of the Army Pace. The extension of the restraining order was by mutual agreement of the S.U.N.A. and the Department of Justice, and the court also postponed, from July 17 until August 3, the hearing it will hold on the government's request for a preliminary injunction to remain in effect until the court proceeding is finally determined.

At this week's Washington sessions, the Mediation Board was dealing first with the Trainmen-Conductors case, which involves demands for various changes in working rules applicable to road service as well as the demand for a 40-hr. week for yardmen, with no loss in the take-home pay they now receive for 48-hr. week. This 48-for-40 yard demand is also the principal issue in the other disputes involving members of the Yardmasters and Switchmen's Unions. To meet the demand, the railroads would have to grant the 40-hr. week and a wage increase of about 31 cents an hour. The emergency board recommended that the wage adjustment in connection with the shorter week be 18 cents an hour (see *Railway Age* of June 24, page 84).

While there was no official statement from N.M.B. or the parties as to the nature of discussions in this week's meetings it is understood that consideration was being given first to phases of the Trainmen-Conductors case other than the 48-for-40 yard demand. The latter, regarded as the "tough" issue, was set aside in an undertaking to clear away some of the "underbrush." Up to the time this issue went to press, the board was holding forenoon meetings with representatives of the B.R.T. and

O.R.C., and afternoon sessions with members of the regional carrier conference committee which are handling the disputes for railroad management. No joint conferences had been arranged.

Meanwhile, representatives of the Yardmasters union were standing by, and the S.U.N.A. negotiators had not arrived in Washington. They were scheduled to arrive July 20.

New Signaling Rules Prescribed by I.C.C.

New rules, standards and instructions for installation, maintenance and repair of signaling facilities have been prescribed by Division 3 of the Interstate Commerce Commission to supersede like regulations in effect since 1939. The new rules will become effective October 1.

Generally, they amount to a revision designed to bring present rules into line with current signaling practices, and the effect will be to require some modernization of facilities. Also, some eliminations and consolidations of regulations are involved, since there will be 162 new rules compared with 280 at present.

The division's report, by Commissioner Patterson, was dated June 29 and made public July 17. It was in Ex Parte No. 171, the proceeding instituted by the commission last January 6 when it served a set of proposed rules on the railroads. The prescribed rules embody some modifications of these proposed rules, which were made in the light of objections raised by some railroads.

Generally, however, the proposed rules were acceptable to the parties, objections having been raised to only 10 of the 162. The commission's report was confined to a discussion of these objec-

tions and a setting out of the modifications decided upon. The proposed rules had been framed in the light of discussions at conferences which representatives of the commission's Bureau of Safety held with representatives of the railroads and other interested parties, principally the railroad labor organizations.

These signaling regulations are maintained by the commission under the so-called Signal Inspection Act of 1937, provisions of which are now embodied in section 25 of the Interstate Commerce Act. In launching the revision proceeding, the commission noted that the present rules have been in effect "for more than 10 years," and then added: "Experience has shown that some of them should be eliminated and others clarified, and that in some respects said Rules, Standards, and Instructions are incomplete and inadequate to carry out the purpose of section 25 of the . . . act."

Lets A.C.L. Install More Coordinated Truck Services

Division 5 of the Interstate Commerce Commission recently authorized the Atlantic Coast Line to expand its coordinated trucking services over an extensive network of additional routes between various points in North Carolina, South Carolina, Georgia, Florida and Alabama. The division's report was in No. MC-23942 (Sub-Nos. 1 and 3), and the certificate covering the approved operations will contain the usual conditions designed to insure that they remain auxiliary to A.C.L. rail services.

In acting favorably on the A.C.L. proposals, the division rejected protests of intervening motor carriers who maintained that the trucking operations of the railroad would adversely affect independent truckers. A like position has



THE NORFOLK & WESTERN'S eastbound "Powhatan Arrow" breaking a ribbon on June 26 to become the first scheduled train through the new Elkhorn tunnel and over the relocated line from Lick Branch, W. Va., to Cooper (see *Railway Age* of July 1, page 77)

been taken by motor carriers in other cases involving railroad applications, but it was pressed more vigorously in the present case.

The protestants asked the commission to make the proceeding a vehicle for inquiry into questions of "whether it is possible, for a coordinated rail-motor service to be simply an auxiliary or supplemental service to rail; whether it is possible for a railroad to enter the motor carrier field without resultant diversion of traffic from existing independent motor carriers; and whether it is possible to conduct such a service with efficiency and economy." The commission did not think the proceeding raised any issues which it had not previously determined.

"Protestants' argument," Division 5's report said, "adds up to the proposition that there can be no true auxiliary or supplementary service to rail, and that the national transportation policy forbids a grant of authority to a railroad to perform any kind of service by motor vehicle. This is a matter which has heretofore been fully considered by the commission, and views substantially similar to those of protestants have invariably been disapproved.

"In a long line of reports, too numerous to require citation, we have consistently recognized that the motor vehicle can be used as a very valuable auxiliary or adjunct to railroad service, particularly less-carload service, and that the Congress intentionally left the way open, with our approval, for the legitimate and proper use of motor vehicles as a subordinate instrumentality for the improvement of non-motor-car-

rier transportation service. This interpretation of the Congressional intent has been judicially affirmed and is no longer susceptible of serious argument."

Senate Committee Pigeonholes Donnell "Anti-Strike" Bill

The Senate committee on labor and public welfare on July 13 rejected a motion which proposed that the committee report the Donnell anti-strike bill favorably to the Senate. The bill, S.3463, sponsored by Senator Donnell, Republican of Missouri, would bring compulsory arbitration procedures to the railroad industry, meanwhile making unlawful any railroad strike or lock-out.

The adverse committee vote was 10 to 1. The committee also rejected, by an 8-to-3 vote, another motion to have the committee report the bill without recommendation. The committee's action followed the close of extensive hearings on the bill, which were reported in recent issues of *Railway Age*, the concluding session in the issue of July 8, page 95.

June Operating Revenues Above Previous Year

From preliminary reports of 81 Class I railroads representing 78 per cent of total operating revenues, the Association of American Railroads has estimated that the June gross amounted to \$615,779,111, an increase of 7.4 per cent above the \$573,364,676 reported for the same month in 1949. Estimated June freight revenue was \$513,

321,920, as compared with June, 1949's \$468,164,013, an increase of 9.6 per cent. Estimated passenger revenue was \$57,551,222, as compared with \$61,906,117, a decrease of 7.0 per cent. All other revenues were up 3.7 per cent—\$44,905,969, compared with \$43,294,546.

May Truck Traffic

Motor carriers reporting to American Trucking Associations transported in May 3,929,766 tons of freight, an increase of 11.1 per cent above the previous month's total of 3,537,476 tons, and an increase of 31 per cent above the 2,999,558 tons transported in May, 1949. The figures, according to the A. T. A., are based on comparable reports from 302 truckers in 41 states.

Approves Service Charge For Redemption of Tickets

Nine eastern railroads have been authorized by Division 2 of the Interstate Commerce Commission to establish service charges ranging from 10 to 25 cents for the redemption of wholly-unused or partially-used tickets. The railroads are the Boston & Albany, Chesapeake & Ohio, Lehigh Valley, New York Central, Norfolk & Western, Pennsylvania, the Pennsylvania-Reading Seashore Lines, Pittsburgh & Lake Erie, and Reading.

The commission's report in I. & S. Docket No. 5751 vacated the order which suspended the involved tariffs, originally published to become effective February 1. Under the terms of the vacating order, the tariffs will now become effective July 29.

The redemption charge will be 10 cents where the fare paid for the redeemed ticket was \$1 or less. It will increase by 1 cent for each cent over \$1 paid for the ticket, until the maximum charge of 25 cents is reached for the redemption of tickets costing \$1.15 or more. Exemption from the service charge is provided for in cases where redemptions are made under various specified circumstances.

In approving the charge, Division 2 said it "represents a step toward reducing the deficit in passenger-service operations, an effort recognized by the commission as essential in prior proceedings dealing with passenger fares."

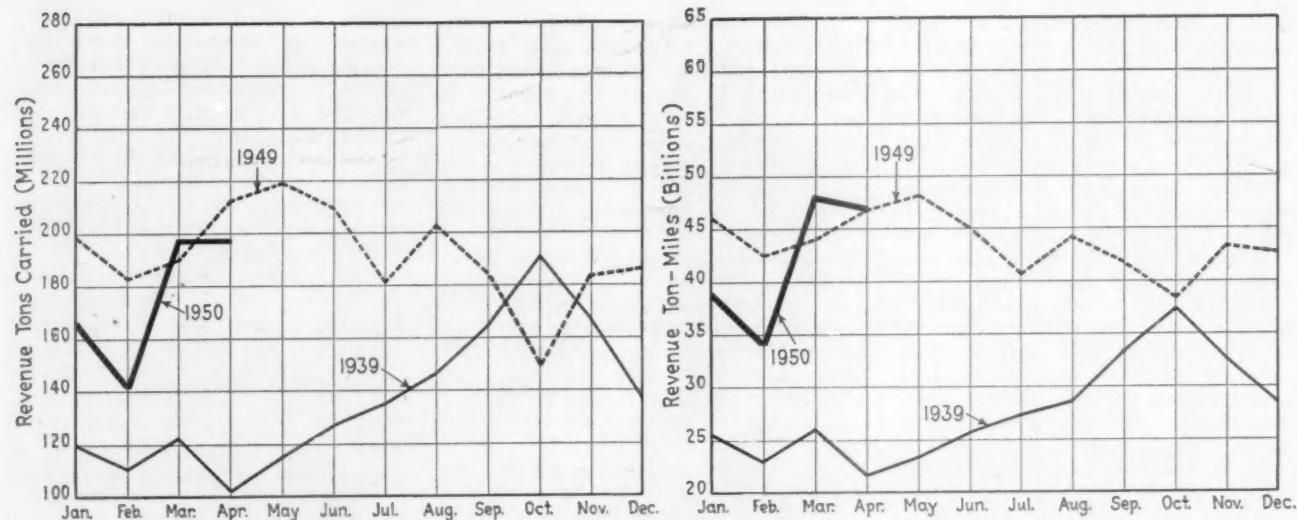
Freight Car Loadings

Loadings of revenue freight for the week ended July 15 totaled 789,268 cars, the Association of American Railroads announced on July 20. This was an increase of 235,392 cars, or 42.5 per cent, above the previous week which included the Fourth of July holiday, an increase of 65,085 cars, or 9.0 per cent, above the corresponding week last year, and a decrease of 102,812 cars, or 11.5 per cent, below the like week in 1948.

Loadings of revenue freight for the



ALL COMFORTS OF HOME—including electric lights and refrigeration—are included in 15 steel cabooses being constructed at the Chicago & Eastern Illinois' Oaklawn yard, Danville, Ill. The first car, shown above, was completed on July 3. It is 38 ft. long and features an all-welded cupola. Windows are equipped with safety glass set with self-sealing rubber weather stripping. The conductor's desk, located at the near end of the car, has four-way visibility through application of rear-vision mirrors in a manner similar to many business cars. The hand-fired coal stove is said to have prompted one veteran trainman to remark, "That's to keep us awake."



Revenue tons and revenue ton-miles—1950 compared with 1939 and 1949

week ended July 8 totaled 553,876 cars, and the summary for that week as compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS For the week ended Saturday, July 8			
District	1950	1949	1948
Eastern	95,192	98,026	124,049
Allegheny	113,944	115,242	157,070
Pocahontas	17,583	34,903	56,692
Southern	85,525	84,741	113,113
Northwestern	101,567	109,590	115,174
Cent. Western	87,722	101,775	123,406
Southwestern	52,343	51,044	65,596
Total Western Districts	241,632	262,409	304,176
Tot. All Roads	553,876	595,321	755,100
Commodities:			
Grain and grain products	43,128	69,185	62,757
Livestock	5,048	7,150	7,593
Coal	26,156	78,181	158,008
Coke	13,416	8,481	12,115
Forest prods..	31,429	24,074	38,871
Ore	70,384	75,188	76,156
Merchandise, l.c.l.	64,480	72,188	84,202
Miscellaneous	299,835	280,874	315,398
July 8	553,876	595,321	755,100
July 1	783,357	644,182	757,278
June 24	810,152	802,941	888,368
June 17	805,680	649,351	906,631
June 10	795,852	808,156	906,663
Cumulative total			
27 weeks ..	18,441,139	19,332,403	21,582,610

In Canada.—Carloadings for the week ended July 8 totaled 78,893 cars, compared with 72,691 cars for the previous week, and 72,936 cars, for the corresponding week last year, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
July 8, 1950	78,893	28,401
July 9, 1949	72,936	25,588
Cumulative totals for Canada:		
July 8 1950	1,946,057	828,085
July 9, 1949	1,948,643	844,062

Kirkman Urges More Policies For Railroaders

That railroad men of all ranks must greatly increase their personal participation in political activity—especially at the local level—if the industry is to escape socialization was the theme in part of an address before the Pacific Railway Club in San Francisco, Cal., on June 28, by O. A. Kirkman, executive vice-president of the High Point,

Thomasville & Denton, with headquarters at High Point, N. C. The speaker—who is a regional vice-president of the American Short Line Railroad Association—also emphasized the necessity of unity in the railroad business; that the big carriers must take account of the short lines; that any diversion of traffic from any railroad — however small—"affects us all." He expressed the opinion that "the straightest line of communication between the managements of the Class I roads and the operators of the short lines ought not to be the long line of the nose."

The railroads, according to Mr. Kirkman, are today closer to nationalization than ever before. Partly to blame for this fact is management itself. Poor public relations in the past has failed to build a useful public sympathy.

During the discussion which followed, F. Q. Tredway, general advertising manager of the Southern Pacific, urged railroad officers to "be more vocal," on the premise that the government hesitates to step on people who can make themselves heard.

Approves Commutation-Fare Increases in Eastern Areas

Commutation-fare increases ranging from 21 to 25 per cent have been approved by the Interstate Commerce Commission for application at various points on lines of the Pennsylvania, the Reading, the Pennsylvania-Reading Seashore Lines, and the Baltimore & Ohio. The commission's report, by Commissioner Rogers, was in I. & S. Docket No. 5734.

On the P.R.R., the approved increases will apply to commutation fares between Philadelphia, Pa., and points in Maryland, Delaware, and New Jersey, including the so-called inter-zone fares between the Philadelphia area and points north of Trenton, N. J., including New York; between Harrisburg, Pa., and points in Maryland; and between Pittsburgh, Pa., and points in West Virginia and Ohio. On the Reading, they will apply to fares between

the Philadelphia area and points in New Jersey, including that road's joint-line fares via Bound Brook Junction, N. J., and the Central of New Jersey between the Philadelphia area and New York. On the P.R.S.L., they will apply between Philadelphia and points in New Jersey, including Atlantic City. On the B. & O., they will apply between the Philadelphia area and points in Delaware.

The approved increases will result in an average cumulative increase over 1939 or 1940 of about 55 per cent, the commission's report said. It added that "this is moderate in comparison with increases during the same period in respondents' expenses . . . and with increases in prices generally."

More Time for Rebuttal In 28300 Class-Rate Case

Division 2 of the Interstate Commerce Commission has extended until September 15 the period for filing rebuttal or concurring testimony in the No. 28300 class-rate case. The previous deadline was August 1. Such testimony will be filed in the form of verified statements, as was the evidence-in-chief, which was received by the commission up to June 30. (See *Railway Age* of July 15, page 55.)

Finds Seaway Is Not Needed To Handle Defense Materials

The proposed St. Lawrence seaway is not necessary to handle materials essential to the national defense and to the economic welfare of the United States and Canada, according to an analysis made by a committee headed by Walter J. Kelly, vice-president of the Association of American Railroads, in charge of its Traffic Department. The analysis also reached the conclusion that "there is no reasonable possibility that the project could be made self-liquidating by imposing tolls."

The committee headed by Mr. Kelly

made a similar analysis about a year ago (see *Railway Age* of July 9, 1949, page 132).

The present study is along the same general lines, but it deals with additional arguments put forth by the seaway's proponents during the past year, especially contentions to the effect that the proposed seaway is needed to bring iron ore from Labrador and other foreign sources to the steel mills of the Great Lakes area.

On the basis of pronouncements by various authorities on the matter, the Kelly committee concluded that the reserves of usable ore in the Lake Superior area are not so near depletion as the seaway's proponents contend. The committee's findings as to where import ore would move were summarized in its report as follows:

No ore from South America or Africa would move on the proposed channel. The Canadian furnaces at Hamilton, Ont., Port Colborne and Sault Ste. Marie would provide important markets for Labrador ore.

Most of the ore from South America and Africa would be discharged from ocean-going vessels at Baltimore, Md., and Philadelphia, Pa. It is probable also that a considerable portion of the Labrador ore would be handled through those ports. That portion of the Labrador ore which may go up the St. Lawrence could be transshipped at Montreal to canalers which have carried United States coal to Montreal and thus escape the proposed tolls. The existing canals are capable of taking on as much as 5 million tons of additional tonnage. There are also available four railroads serving Montreal, two on the Canadian side and two on the United States side, to carry ore during the closed season of navigation or in the event of interruption of service on the canals.

Baggage Masters Name A. S. Anderson as President

A. S. Anderson, general baggage and mail agent of the Canadian National at Toronto, Ont., has been named president of the American Association of Baggage Traffic Managers for the year 1950-51. Other officers picked at the organization's recent convention at Minneapolis, Minn., for the new term are C. G. Sheffield, general baggage agent, Southern Pacific, San Francisco, Cal., vice-president, and E. P. Soebbing, assistant general passenger agent, Wabash, St. Louis, Mo., secretary-treasurer.

The membership considered a number of proposed changes in provisions of the territorial baggage tariffs. It elected to recommend to E. B. Padrick, chairman of the inter-territorial baggage standard rules committee, that: Automobile and truck transporters be limited to checking not more than one towbar, or two truck saddles (devices whereby one driver may tow two additional unoccupied trucks on the highway on each adult passenger ticket; that tickets purchased for the sole purpose of transporting, unescorted, compressed gases, motion picture films and certain types of materials acceptable as baggage under

specified emergency conditions, have no redemption or refund value; that baggage tariffs be amended to permit acceptance of articles used for private lectures, demonstrations and like entertainment under the same provisions under which public entertainment paraphernalia is now accepted, and that photographers' equipment (tripods, light meters, screens, flash and flood lamps, plates and films), which are now entirely prohibited, be termed acceptable for loading, but only in special baggage cars provided under provisions of special car and train tariffs.

The claims prevention committee summarized its work of the past year with the Bureau of Standards of the U. S. Department of Commerce toward adoption by the luggage manufacturing industry of dimensional and quality standards for its products.

A special committee reported on the inroads, in certain locales, made by airlines and air cargo operators in movement of human remains. Airline rates for this service, quoted on a weight basis, vary somewhat, in relation to equivalent rail rates, in some instances being more, and in others less, than the one way first class rail fare required for transporting an escorted corpse. One study showed that since inauguration of competitive air transport service, the total amount of remains traffic handled from Portland, Ore.—where the study was made—declined about 15 per cent. Another study, made at a point where airline solicitation of the traffic is quite active, showed that three railroad lines plus the Railway Express Agency, together handled about 70 per cent of the shipments of remains destined 100 miles or more. The committee felt that increased solicitation of morticians and a continued effort to improve rail service, would largely counteract the diversionary efforts of the airlines.

Atlantic City, N. J., has been selected for the association's 1951 convention, tentatively scheduled for June 5, 6 and 7.

Ruling Reversed on Payment Of Transport Tax in Canada

The Bureau of Internal Revenue has now ruled that the 3 per cent tax on amounts paid for freight transportation applies on all shipments between points in the United States, and that liability therefor cannot be avoided by payment of domestic freight bills outside the country. The ruling reversed a previous one to the effect that the tax would not apply in cases where an employee of a shipper went to Canada and there made payment for transportation of property within the United States.

The new ruling was announced by the bureau in a July 7 press release which read as follows:

"In response to numerous inquiries, Commissioner of Internal Revenue George J. Schoeneman today advised all shippers and carriers of freight that the three per cent transportation tax

applies to all shipments of property between two points in the United States and the law does not excuse anyone from this tax if he pays his domestic freight bills outside the United States.

"While the law covering the transportation tax states that it applies to 'amounts paid within the United States,' the commissioner explained there is no doubt that Congress intended to include all domestic shipments where all the transactions in connection with shipments of goods normally take place within the United States.

"The carriers are held responsible for the collection of the tax . . ."

Emergency Board Begins Pullman-O.R.C. Hearings

Hearings on the current wage and hours demands of Pullman conductors began in Chicago on July 17 before a newly appointed, three-man presidential emergency board described in *Railway Age* of July 15, page 58. The Order of Railway Conductors is seeking an extensive revision of its present working agreement with the Pullman Company, including a reduction in the work-month to 210 hours—from the present 225—without reduction in take-home pay.

S.P. Plans August Debuts for "Sunset" and "Cascade" Trains

August will see maiden runs of two new Southern Pacific streamlined trains, the "Cascade"—between San Francisco Bay cities and Portland, Ore., and the "Sunset Limited"—between New Orleans, La., and Los Angeles, Cal. Both trains will be Diesel-powered, and will materially quicken schedules on which present trains, similarly named, are operating.

The new 13-car, all-Pullman "Cascade" will make its first 718-mi. run in 16½ hours—two hours less than the present service—on August 13, and will provide through cars for the accommodation of travel to and from Seattle, Wash. A late afternoon departure and an early-morning arrival characterize the new schedule in both directions. Each of the two trains required for the service has eleven passenger-carrying cars, including eight sleepers offering 84 roomettes and 46 larger rooms of four different types. A triple-unit "Cascade Club" car features a 130-ft. room for dining and lounging. All cars for both sets of the "Cascade" trains are being built by the Pullman-Standard Car Manufacturing Company.

The 15-car "Sunset Limited" will make the 2,070-mi. run in 42 hours each way between its respective terminals, cutting 5 hours off the present eastbound, and 3½ hours off the present westbound, schedules, beginning August 20. The train will leave Los Angeles at 8 p.m. (Pacific standard time), and arrive in New Orleans, the second day, at 4 p.m. Westbound it (Continued on page 53)



Mayari R is used for the exposed parts of this propane-gas switch heater. The Rails Company of New Haven, Conn., is the manufacturer. Lehigh Foundries, Inc., Easton, Pa., produces the malleable-iron castings and assembles the heaters.

Propane-fired SWITCH HEATERS Built of Corrosion-Resisting MAYARI R

Fired with propane gas, any number of these modern railroad switch heaters can be started and controlled electrically from one central control board located miles away. To reduce corrosion damage to the heaters from the weather or the heat of the flame, the manufacturers use Mayari R for all exposed parts. This superior grade of steel, they have found, adds considerably to the service life and dependability of their product, in return for a small increase in the cost of materials.

Here again is an example of how Mayari R helps to improve the efficiency of railroad operations. Other equipment in which this versatile steel has been used to good advantage includes hopper cars, coaling stations, bridges, blast plates, ballast plates, and diesel-locomotive frames.

In some applications like this switch heater Mayari R is used primarily for its excellent resistance to atmospheric corrosion; in others it is used to increase strength and

reduce deadweight. But whatever the reason for its selection, Mayari R has paid its way many times over.

If you are designing or buying any kind of railroad equipment, look into the advantages afforded by this versatile grade of low-alloy, high-strength steel. It costs little more than carbon steel; a test installation will show you that it is well worth the difference.



BETHLEHEM STEEL COMPANY, BETHLEHEM, PA.

On the Pacific Coast Bethlehem products are sold by Bethlehem Pacific Coast Steel Corporation
Export Distributor: Bethlehem Steel Export Corporation

Mayari R makes it lighter...stronger...longer lasting



Winning Passengers Back to the Rails with the Southern Pacific "SHASTA DAYLIGHT"

The Southern Pacific is proving that up-to-date equipment, improved scheduling, and competitive merchandising of service is the way to retain and increase passenger revenues.

Last year the S. P. invested \$5,000,000 in the modern, completely equipped "Shasta Daylights." The two trains, among the best paying trains on the railroad, are expected to gross over \$3,000,000 a year.

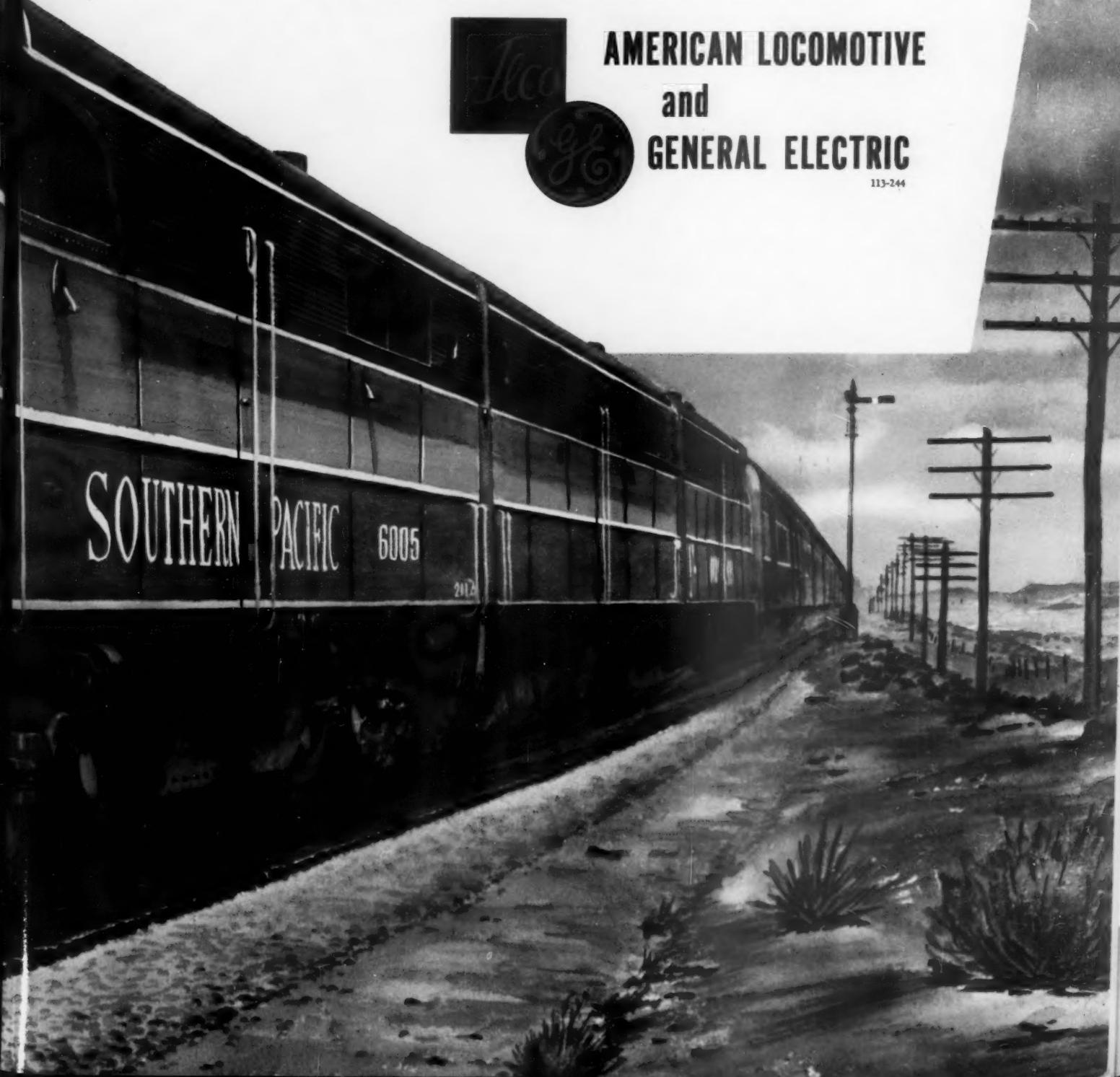
Thus, the Southern Pacific is proving that such modern equipment, hauled by modern locomotives, is one sure way to retain and build passenger business.

Recently, additional Alco-GE passenger locomotives were ordered by the railroad—further substantial proof of their earning power.



AMERICAN LOCOMOTIVE
and
GENERAL ELECTRIC

113-244



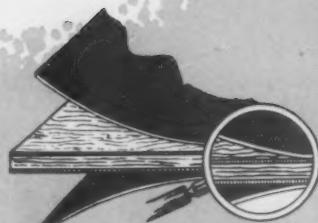


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(Continued from page 48)

will leave New Orleans at 12:30 a.m., with Los Angeles arrival the next day at 4:30 p.m. The five sets of equipment required to maintain this service cost approximately \$15,000,000, and consist of, in addition to head end cars, four chair cars, six sleeping cars — accommodating a total of 312 passengers — a coffee shop-lounge, a diner and a full-length mid-train lounge car. The all-room sleeping accommodations include 60 roomettes and 36 double bedrooms, the latter being of two types which may be occupied either singly or en suite. The "Sunset's" cars are of all-stainless-steel construction and are being built by the Budd Company.

Reopens Employee-Protection Phase of New Orleans Case

In order to provide a "fair and equitable arrangement for employee protection" in the so-called New Orleans Union Passenger Terminal Case, the Interstate Commerce Commission has reopened the proceeding for further consideration.

This action by the commission follows a ruling made by the United States Supreme Court on March 27. The court held that the I.C.C. has power under section 5 of the Interstate Commerce Act to extend the period of protection of employees beyond four years from the effective date of the order authorizing the terminal construction.

The circumstances involved in the New Orleans terminal project were such that the four years prescribed for the protection of employees would have expired before such employees were actually displaced. The Railway Labor Executives' Association carried the case to the Supreme Court, and the court in a 4 to 3 decision held that Congress had prescribed a four-year period of protection as a minimum and not as the maximum period. (See *Railway Age* of April 1, page 61-62).

Tells B.R.T. to Process Budd Car Case under Rail Labor Act

While it recognized that the demand of the Brotherhood of Railroad Trainmen for assignment of a trainman to the Boston & Albany's single-unit Budd Diesel car raises issues with "far reaching implications," an emergency board has passed only upon what it said were the "narrow issues" before it. These involved "the interpretation of a contract," and the board found that neither of the parties had complied fully with procedures of the Railway Labor Act before the brotherhood posed the strike threat which resulted in creation of the board.

The board made its report to President Truman recently. The report noted that the dispute arose when the B. & A. started operating the Budd car between Boston, Mass., and Springfield with a two-man crew—conductor and engineer. The B.R.T. contended that



FIRST OF EIGHT new 2,000-hp. Diesel-electric locomotives recently purchased by the Long Island from Fairbanks, Morse & Co., made its initial trip from Jamaica, N. Y., to Montauk, on June 12, on the eastbound "Cannonball," L. I. train No. 20

the failure to assign a trainman to the car was a violation of its working agreement in that it amounted to giving conductors work customarily performed by trainmen. It also contended that the operation of the car without a trainman was hazardous.

The railroad denied the latter allegation. As to the former, it replied that no violation of the agreement was involved, since the agreement contained no specific "crew consist" rule.

The board recommended that, if the B.R.T. believed that the situation was covered by its present agreement, it should file a grievance proceeding with the National Railroad Adjustment Board. On the other hand, if the union does not believe its interests are adequately protected by the present agreement, the board recommended that it should give written notice of an intended change in the agreement and proceed in accordance with the Railway Labor Act. The board then proceeded to make its comment on the "far reaching implications" of the case.

"They grow," it said, "out of the introduction of technological developments in railway transportation. They raise these questions, among others, how fast and how far and at whose expense and to whose profit will improved transportation techniques be introduced in the railway field. The general introduction of the Budd car in use to which it is adapted throughout the country would no doubt occasion a comprehensive reorganization in commuting, branch line, and suburban train schedules and significant changes in the size and make-up of train crews and in the runs of operating employees.

"Unless the Budd car service should recapture a part of the auto and bus passenger travel, its widespread introduction will tend to reduce immediately railroad manpower needs. Obviously the public (interested in low-cost and

efficient transportation), the carriers (interested in low-cost and profitable transportation), and employees (interested in improved working conditions and economic security) have a stake in this development."

Members of the board were Chairman Andrew Jackson, Paul G. Jasper, and George W. Stocking.

I.C.C. Rejects Proposal to Raise Estimated Weight on Eggs

Division 2 of the Interstate Commerce Commission has found not just and reasonable a railroad proposal to increase, from 53 to 56 lb., the estimated weight for eggs packed in 30-doz. standard egg cases, either wooden or fibre. At the same time, the division refused to condemn the present practice of maintaining a single estimated weight for eggs in either fibre or wooden cases.

The division's report was in the I.S.S. No. 5634 proceeding. It represented the view of Commissioners Aitchison and Splawn, as the division's third member, Commissioner Alldredge, filed a dissenting-in-part expression. His disagreement was with that phase of the majority report which sanctioned maintenance of a single estimated weight for eggs in either fibre or wooden cases. The average weights of the wooden cases, he said, "are from 4.28 to 4.48 lb. greater than those of the fibre boxes."

Shipper Urges Revival Of Heavy Loading Orders

The increasing gravity of the car supply situation keynoted the 91st regular meeting of the Mid-West Shippers Advisory Board at Milwaukee, Wis., on July 13. Clayton F. Devine, chairman of the board's executive committee and traffic director of the Silica Sand Traffic Association of Illinois,

advocated immediate establishment of higher demurrage charges and heavy loading orders to prevent impairment of the transportation situation "at a time when we are losing men on the battlefield." Mr. Devine urged adoption of the following measures by commercial shippers and receivers of freight, and by the government: (1) Unload cars immediately upon placement; (2) clean cars promptly so they will be ready for the next shipper; (3) load cars promptly to save car-hours as well as car days; (4) do not order more cars than required and can be loaded promptly; (5) route cars to use a minimum of car-days; (6) avoid all possible light weighing of cars; (7) avoid holding cars over holidays—load and unload during a full six-day week; (8) make advance arrangements for labor to work cars, and (9) avoid routing via congested routes.

Mr. Devine urged that shipper, receiver and government cooperative measures outlined above be augmented by a railroad program to (1) spot loads promptly; (2) expedite reporting of cars and cut out five-day operations; (3) switch cars into outbound trains as soon as possible after shippers release; (4) avoid terminal or line-haul delays, especially those which make for bunching of cars; (5) practice short routing of empty cars; (6) do not hold idle cars for prospective loadings; (7) classify cars in advance to avoid intermediate switching, and (8) use no more cars than necessary for holding company material. Mr. Devine concluded with a proposal that the advisory board car vigilance committee be reactivated; such a motion was carried. E. W. Coughlin, manager, railroad relations section, Car Service Division, Association of American Railroads, endorsed Mr. Devine's recommendations, and urged that activities of vigilance committees be extended to many towns and small cities not previously covered. He pointed out that for every 100 carloads

originating or terminating in the 88 large metropolitan areas, 72 originate or terminate in the lesser terminals, and 121 originate or terminate at stations where no switch engines are normally operated.

Mr. Coughlin demonstrated how ideal utilization of cars could provide equipment for 92,263 loadings weekly. Complete unloading, and the release of cars cleaned and ready for the next shipper would save an average of three days on cars now having to move to and from cleaning tracks, and would provide 30,770 additional loadings weekly. Strict observance of cars service rules—loading cars to, or in the direction of, the owner road—would save an equal number of car-days. Faster loading, unloading and handling of billing; more prompt placing and pulling instructions, and more prompt railroad handling combined to the extent that average turn-around time be reduced only half a day per car loaded, would provide another 26,538 cars for loading each week. Loading an additional ton in each car, based on last year's traffic, would provide still another 2,083 cars weekly.

Like Gass Report

The board resolved to seek restoration of monthly publication—in place of every second month issuance—of the A.A.R.'s "National Transportation Situation" report.

A. H. Schwietert, chairman of the national management committee and traffic director of the Chicago Association of Commerce and Industry, reported on the April, 1950, perfect shipping campaign and stated that "we seem to be on the road to getting the loss and damage account down."

Following the business meeting members were guests of the Union Refrigerator Transit Lines at an outdoor barbecue at the U.R.T. plant, which was reached by a special train provided by the Chicago, Milwaukee, St.

Paul & Pacific. At the plant members inspected a General American-Evans "Damage-Free" box car, and a newly completed U.R.T. refrigerator car.

James P. Shields Succeeds Johnston as Engineers' Head

James P. Shields, first assistant grand chief engineer of the Brotherhood of Locomotive Engineers since February, 1946, has been elected grand chief engineer to succeed Alvanley Johnston. Mr. Shields was elected at the recent eleventh triennial convention of the brotherhood in Cleveland, Ohio, despite his predecessor's reported support of Assistant Grand Chief Engineer Roy E. Davidson. Guy L. Brown succeeds Mr. Shields as first assistant grand chief engineer.

Tax Bill Set Aside By Senate Committee

The Senate committee on finance has decided to take no further action on the excise tax-reduction bill, H.R. 8920, passed by the House on June 25. The committee made its decision after being advised by Secretary of the Treasury Snyder that "it would not be prudent" to proceed with the bill, because of developments in Korea.

As passed by the House, the bill included provisions for a cut, from 15 to 10 per cent, in the tax on amounts paid for transportation of persons, and a halving of the 3 per cent levy on amounts paid for transportation of property (see *Railway Age* of July 8, page 99). However, the railroads objected to other features of the bill, such as the proposed increase in corporate taxes and some of the so-called loophole-closing provisions.

ORGANIZATIONS

The Midwest Chapter of the National Railway Historical Society, in cooperation with the Wheeling & Lake Erie district of the New York, Chicago & St. Louis, will operate a railfan field trip on August 13.

The Railroad Insurance Association has moved to new quarters at 55 John street, New York 7.

A railfan trip over the New York Central's West Side freight line, and a guided inspection tour of steam, electric and Diesel shops at Harmon N. Y., is scheduled for July 30, at 1 p.m., E.S.T. The trip will be sponsored by the New York Division, Electric Railroaders Association.

At a recent meeting of the Perishable Freight Agents Association, New York, the following officers were elected: President, Arthur P. Flood (Pennsylvania); vice-president, J. George Rausch (Southern); treasurer,



THIS STRING of covered hopper cars, built at the American Car & Foundry Co.'s Berwick, Pa., plant, is being switched to the tracks of the Delaware, Lackawanna & Western. They are part of an order for 300 (see *Railway Age* of February 4, page 67), delivery of which was completed early in July

er, John P. Fitzpatrick (Illinois Central); and secretary, Paul E. Johnson (Chicago Great Western). William E. Pratt (Erie), was elected to a three-year term on the board of directors; Thomas E. Dehoney (Atchison, Topeka & Santa Fe), to a two-year term; and Clarence M. Frey (Missouri Pacific), to a one-year term.

The Connecticut Valley Chapter, National Railway Historical Society, Inc. has scheduled a railfan excursion for August 27, from Springfield, Mass., to North Adams. The Boston & Albany's new "Beeliner" rail Diesel cars will be used.

The Railroad Enthusiasts, New York Division, will hold its next meeting on July 26, at 7:45 p.m., in room 5928, Grand Central Terminal, New York.

SUPPLY TRADE

Pressed Steel Car Sells McKees Rock Factory

The Pressed Steel Car Company has announced sale of its McKees Rock, Pa., freight-car-building plant to a syndicate headed by Leonard Morey of the Morey Machinery Company, New York. The syndicate, the announcement said, "plans to dispose of the machinery and equipment and create a multi-industry settlement in the 100-acre area." Pressed Steel Car said factors influencing its decision to sell were a lack of sufficient car orders since the plant was closed in July of last year, great overcapacity in the car-building industry, no foreseeable increase of car buying in large quantities and the large expenditure necessary to rehabilitate the plant to enable it to compete effectively. The sale price was not revealed but it reportedly exceeded \$2,000,000.

Charles W. Bryan Elected President of Pullman-Standard

The election of Charles W. Bryan, Jr., of New York as president of the Pullman-Standard Car Manufacturing Company was announced on July 20 by Champ Carry, president of Pullman, Inc. Mr. Bryan was formerly associated with the Federal Shipbuilding & Dry Dock Co. Mr. Carry, who has been president of Pullman-Standard, will continue to be associated directly with the car manufacturing company as chairman of its board of directors. He also will continue as president and chief executive officer of the firm's parent — Pullman, Inc.

The Kirk & Blum Manufacturing Co., Cincinnati, Ohio, recently acquired the entire plant and property of the Cincinnati Planer Company at 3120 Forrer street in suburban Oakley. Kirk & Blum will occupy the Oakley plant by the end of the year.

The Graver Water Conditioning Company, New York, has appointed Evans L. Shuff & Associates, 303 Five Ivy building, Atlanta 3, Ga., as its representative for the Atlanta territory.

W. E. Olson and J. W. Werrell, sales engineers for Thomas A. Edison, Inc., have been promoted to district managers of the primary battery division, with headquarters as before at Bloomfield, N. J.

William J. Millett, assistant to the vice-president in charge of manufacturing of the Worthington Pump & Machinery Corp., has been appointed works manager of the Holyoke works to succeed E. M. Detwiler, resigned.

Robert G. Leary has been appointed general sales manager of the Rigidized Metals Corporation, Buffalo, N. Y. For the last 14 years Mr. Leary has been associated with the Eastern Stainless Steel Corporation, Baltimore, Md., and recently resigned his position as general sales manager.

R. B. Crean, newly elected vice-president in charge of apparatus sales of the Baldwin Locomotive Works, Eddystone, Pa., has announced the following appointments: E. R. Wisner, associated with Baldwin since 1947, has been appointed manager, locomotive department, in which capacity he will direct sales activities in connection with complete locomotives of all types, and E. F. Sheehan, formerly concerned only with sales of Diesel renewal parts, has been appointed manager, renewal parts department and the scope of his activity will cover sale of renewal parts for both Diesel and steam locomotives.

EQUIPMENT AND SUPPLIES

Equipment on Order

Class I railroads and railroad-owned refrigerator car companies had 40,122 new freight cars on order July 1, according to the Association of American Railroads. On the same date, the Class I roads also had 1,000 locomotives on order.

The A.A.R. statement featured locomotive installations during this year's first six months, calling attention to the fact that 1,127 engines were then placed in service—more than in any corresponding period since 1923. The 1,127 included 1,122 Diesel-electrics

and 5 steam locomotives. Locomotives installed in June totaled 205, of which 204 were Diesel-electrics and one steam. The 1,000 locomotives on order July 1 included 973 Diesel-electrics, 23 steam, and 4 electrics.

Of the 40,122 freight cars which the Class I roads and their car-line affiliates had on order July 1, 18,186 will be built in railroad shops and 21,936 by contract builders. The breakdown by types of cars was as follows: Box, 21,196, including 20,696 of the general-service type and 500 equipped for special commodity loading; gondolas, 8,516; open-top hoppers, 4,650; covered hoppers, 2,810; refrigerators, 1,612; stock, 494; flat, 50; and miscellaneous, 794.

New freight cars placed in service during this year's six months totaled 12,795, of which 3,647 were installed in June.

FREIGHT CARS

The Chesapeake & Ohio has ordered 3,000 70-ton hopper cars and 1,000 50-ton box cars costing over \$20,000,000. Two thousand of the hoppers will be built by the American Car & Foundry Co. and 1,000 by the Bethlehem Steel Company. The box cars were ordered from the Pullman-Standard Car Manufacturing Company. All the cars, deliveries of which are expected to begin next November, will be equipped with high-speed trucks. An inquiry by this road for 1,000 box and 1,000 hopper cars was reported in *Railway Age* of July 8, page 109.

The Fruit Growers Express is inquiring for 1,000 40-ft. steel refrigerator cars. In addition, the construction of 100 50-ft. steel refrigerator cars has been authorized.

The Gulf, Mobile & Ohio will construct 300 flat cars at its Meridian, Miss., shops. The cars will be constructed from one-piece steel underframes purchased from the General Steel Castings Corporation, Granite City, Ill. This order is in addition to that for 100 pulpwood cars and 200 automobile box cars—the latter being purchased from American Car and Foundry Company — reported in *Railway Age* of July 8, page 109.

The Wabash is inquiring for material for 300 50-ton 40½-ft. and 200 50-ton 50½-ft. box cars to be constructed at its Decatur shops.

PASSENGER CARS

The Canadian National has ordered 6 self-propelled coaches and 12 trailers from the Canadian Car & Foundry Co. The equipment, to be operated on C.N. electric lines into Central Station, Montreal, Que., will serve communities between Montreal and Ste. Eustache as well as Ahuntsic, Montreal and Cartierville. To be operated in multiples of three to make 6 trains, the first unit of each will have

an engineman's cab in front and overhead pantographs. A second set of controls will be in the rear of each leading coach, eliminating the necessity for turnabouts.

SIGNALING

Frisco to Improve Yard Communications at St. Louis

The St. Louis-San Francisco will install a loud-speaker system, including 48 talk-back and four paging speakers, as well as mobile radio equipment for two-way communication between seven switch engines and the yardmaster, in its Lindenwood yards, St. Louis, Mo. Rated at 10 watts, with a range of 10 to 15 mi., the fixed radio station will be located in a new 65-ft. communications tower, and a pneumatic tube for carrying messages will link the tower with the yard office, where a radio remote control station will be installed.

The \$220,000 project also will include a new electric interlocking, involving installation of nine power-operated switches and eight color-light signals, to replace hand-throw switches at the junction of the road's Southern and Eastern divisions within the yards. New floodlights will augment present lighting in the yards, reduce hazards of night work and speed handling of trains being made up. Five 100-ft. steel towers, each mounting an average of 10 lights, will be erected, and, in addition, a 40-ft. tower will be mounted on the roof of the yardmaster's room in the communications tower.

The Nashville, Chattanooga & St. Louis has ordered from the Union Switch & Signal Co. necessary material to control added facilities at Johnsonville, Tenn. These new code locations will be controlled from the existing Bruceton (Tenn.)-to-Nashville C.T.C. machine, which is located at Bruceton division headquarters, approximately 15 mi. from Johnsonville. In addition to material required to make the machine changes, the order includes code equipment, Style P-5 color-light high signals, N-2 dwarf signals, M-22B switch machines, relays, rectifiers, transformers and housings. Field installation work will be handled by the railroad company's regular construction forces.

IRON & STEEL

The Chesapeake & Ohio has ordered 4,037 gross tons of rails from the Bethlehem Steel Company, 15,659 gross tons from the Carnegie-Illinois Steel Company and 12,291 gross tons from the Inland Steel Company.

MARINE

The Canadian Pacific has announced that a new 6,000-ton automobile-passenger ferry being built in Scotland at a cost of \$4,500,000 is

scheduled for launching in September. The ferry, with two decks for automobiles, will have a capacity of over 100 cars and 1,500 passengers and will operate between Vancouver, B. C., and Nanaimo, on the east coast of Vancouver Island. The road is spending \$200,000 on pier facilities at both terminals to handle automobiles on the double level. Developing 9,000 hp., the ferry's engines are to drive her at a normal speed of 19 knots, permitting a much faster schedule than before on the tourist route to Vancouver Island.

Ill., at an approximate cost of \$89,000. A contract also has been awarded to the Ellington-Miller Company, Chicago, for renewal of an icing trestle at a produce terminal at 27th St. and Ashland Ave., Chicago, which was damaged by fire on June 1. The estimated cost of this renewal work is \$77,100.

Lehigh Valley.—This road has awarded the following contracts at the indicated estimated costs: To Baughman & Blair (\$115,000), and to the Bero Engineering & Construction Co. (\$80,000), for improvements on River boulevard, Rochester, N. Y.

CONSTRUCTION

Atchison, Topeka & Santa Fe.—In connection with construction of the new hump yard at Pueblo, Colo., a contract has been awarded by this road to Platt Rogers, Inc., Pueblo, to construct a two-story masonry hump tower and a one-story masonry hump conductor's office.

Atlantic Coast Line.—This road has awarded the following contracts at the indicated estimated costs: To Bailes-Sey Contractors, Inc., for work on line abandonment between Sumter, S. C., and Darlington, 36.18 mi., and on the Bishopville branch from Elliott, S. C., to Bishopville, 9.56 mi. (\$39,000); to the Shephard Construction Company for track facilities at Atlanta, Ga. (\$22,580); to the Cone Bros. Contracting Company for enlarging yard track facilities at Uceta, Fla. (\$27,433); and to the Okeechobee Construction Company for grading (\$18,747) and to Bailes-Sey for track work (\$49,014) involved in enlarging freight yards at Waycross, Ga., a project which will cost a probable total of \$260,196. The probable overall cost of the Uceta project will be \$81,201. Additional authorized projects, at the indicated probable costs, are: Crossing signals and track changes at Portsmouth, Va. (\$31,316); electrical and battery repair shop at Rocky Mount, N. C. (\$30,338); covered platform at Columbia, S. C. (\$29,720); extending river spur at Wilmington, N. C. (\$31,900); and team track and driveway at Tampa, Fla. (\$31,820).

Central of New Jersey.—This road has awarded the following contracts at the indicated estimated costs: To A. N. Spooner & Sons, New York, for renewing ferry slip at the Jersey City, N. J., terminal (\$51,000), and to the S. M. Electric Company, Rahway, N. J., for renewing electrical switching at the Elizabethport powerhouse, Elizabeth, N. J. (\$58,000).

Illinois Central.—The W-M Corporation, Chicago, has been awarded a contract by this road to provide Diesel and steam engine facilities at Decatur,

Louisville & Nashville.—With inauguration of road freight service by Diesel locomotives, authority has been granted for expenditure of \$312,224 to extend nine passing tracks, and \$21,223 to construct a fueling station at Howell, Ind. Earthwork for seven of the passing siding extensions is being done by the T. & L. Construction Co., Centralia, Ill., and the tank for the fuel station is being erected by the Graver Tank & Manufacturing Co., East Chicago, Ind. Both jobs are being done under contract; other work in connection with the projects is being done by company forces.

Minneapolis, St. Paul & Sault Ste. Marie.—A contract was recently awarded by this road to Charles Gambsky, Menasha, Wis., for construction of a new passenger depot at Neenah. The depot, of masonry construction will cost approximately \$52,000.

Minnesota Transfer.—A new 72-ft. Fairbanks-Morse track scale is being installed by company forces at the hump lead, St. Paul, Minn. The installation, replacing a 50-ft. scale at the same location, is estimated to cost \$25,564.

Reading.—This road has awarded the following contracts at the indicated estimated costs: To the Bates & Rogers Construction Corp., Chicago, Ill., for reconstructing a bridge over Tulpehocken creek near Reading, Pa. (\$125,000); to the John Staph Corporation, Harrisburg, Pa., for an enginehouse addition at Rutherford, Pa. (\$125,000); and to the J. E. Brenneman Company, Philadelphia, Pa., for reconstructing crib on Linden street, Camden, N. J. (\$22,000).

Seaboard Air Line.—This road has awarded the following contracts at the indicated approximate costs: To Charles H. Wheatley, Americus, Ga., for yard extension in Yeoman yard, Tampa, Fla. (\$71,380); to the J. Kenyon Perrin Company, Richmond, Va., for Diesel shop facilities at Hermitage, Va. (\$202,785), and to the Massey Concrete Products Company, Atlanta, Ga., for a concrete and steel bridge over the Wateree river near Camden, S. C. (\$36,370).

CAR SERVICE

I.C.C. service order No. 854-A, effective July 20, vacated Service Order No. 854 which had suspended demurrage rules and charges on coal and other carload freight held for shipment on the Great Lakes for delivery to lake vessels. The order, which had been in effect from June 22, was issued because of a strike of dock personnel at some of the lake ports. The strike ended on July 14.

ABANDONMENTS

Application has been filed with the I.C.C. by:

CHICAGO & NORTH WESTERN.—To abandon 17.8 mi. of branch line between Pelican Lake, Wis., and Crandon.

ROWLESBURG & SOUTHERN.—To abandon its entire line, approximately 7 mi., between Rowlesburg, W. Va., to Erwin. The application said the line should be abandoned because there "has ceased to be any use, of any kind or character, for the road."

SPOKANE, PORTLAND & SEATTLE.—To abandon 12.8 mi. of branch line between Wilkesboro, Ore., and Glenwood. The road said the branch had been primarily a logging line, but that nearby timber has now been either cut over or destroyed by fire.

Division 4 of the I.C.C. has authorized:

BEVIER & SOUTHERN.—To abandon operation under lease over 6.1 mi. of branch line owned by the Bevier Coal Company in Macon and Randolph counties, Mo.

CHICAGO & NORTH WESTERN.—To abandon 9.5 mi. of branch line between Aniwa, Wis., and Mattoon. The commission's report noted that in the county served by the branch, registration of trucks and trailers in public and private use has increased more than 100 per cent during the past seven years. The rail line has operated at a loss for the past three years.

NORFOLK SOUTHERN.—To abandon 6.3 mi. of single-track line between Lake Station (Virginia Beach), Va., and Fort Story. However, the commission in the same report denied the road authority to abandon an additional 11.5 mi. of this line, extending from Fort Story to Camden Heights. Abandonment of the latter segment had been protested by army authorities at Fort Story and by the navy, which operates an amphibious training base near Shelton, a station on the segment. Both declared that direct rail service into their installations is essential in order to carry on training and other activities.

In authorizing abandonment of the 6.3-mi. segment, the I.C.C. said that presence of this line in and alongside heavily traveled streets and highways at Virginia Beach creates traffic hazards and retards development of the community.

FINANCIAL

Boston & Maine—Modification of Securities.—The Interstate Commerce Commission has affirmed its Division 4's report of April 19, 1950, which conditionally approved this road's plan for modifying its outstanding stock under provisions of the so-called Mahaffie Act (section 20b of the Interstate Commerce Act). (See *Railway Age* of April 22, page 76). The full commission reconsidered the division's report after a committee of stockholders and George P. Sakis, an individual, petitioned for reconsideration, modification and/or vacation of the April 19 report.

Among other contentions, the petitioners said Division 4 had fixed both the total permissible capitalization and the average annual income before fixed charges as too low. The commission examined the manner in which the stockholder group arrived at its estimated average income for the road, and found that the "results are subject to criticism." The commission also considered contentions that Division 4 had inaccurately determined relative values of stocks, that the division erred in finding the "true net income" inadequate for meeting annual dividend requirements and reducing accumulated dividends, and that an error was committed in finding that there are 4 classes of stock where evidence had indicated "as many as 15 classes."

The commission then concluded that no showing had been made by the petitioners "warranting reargument, or modification of the report . . ." It went on to say that no error of fact or law had been presented in respect to the report by Division 4, and it then affirmed "in all respects" the April 19 report.

Boston Terminal—Reorganization.—The I.C.C. has issued a notice correcting two errors made in its June 19 report in this case. According to the notice, the sum which the Terminal Company's mortgage trustee has accumulated out of rental payments made by the New York Central for the Boston & Albany's use of the station is \$1,533,817.70, rather than \$1,693,485.70, as shown in the report. (See *Railway Age* of June 24, page 112). The other error involved the amount the commission said bondholders would realize for each \$1,000 in bonds. That amount should be \$859 instead of \$869, the notice said.

Chicago River & Indiana.—*Chicago Junction Tackage Charge.*—This road has been authorized to increase from \$1.50 to \$2.10 per car the charge to be made on other roads for using tracks of its lessee, the Chicago Junction. The Chicago River petitioned the I.C.C. on May 23, 1949, asking permission to charge \$4.50 per car, but objections filed by various roads serving Chicago led to a compromise at \$2.10. The new rate is retroactive to January 1, 1950. Chicago River is controlled by the New York Central.

Denver & Rio Grande Western.—*Income Mortgage Bonds.*—The I.C.C. has dismissed an application which this road filed January 18 for authority to actually issue \$634,400 of 4½ per cent series A income mortgage bonds due January 1, 2018. (See *Railway Age* of January 28, page 53). The dismissal order was issued after the road had requested permission to withdraw the application. The road's action was taken after the commission's Bureau of Finance advised that it would recom-

mend denial of the application on the grounds that issuance of the bonds would increase the road's funded debt and interest charges.

Florida East Coast—Reorganization.—The I.C.C. has set August 8 as the date on which hearings will resume in Washington, D. C. in connection with the reopened F.E.C. reorganization case. R. T. Boyden, assistant director of the commission's Bureau of Finance, and R. H. Jewell, chief of the bureau's section of loans and reorganization, will continue to preside at the hearings. The sessions are being held so the commission may receive evidence with respect to various proposed plans for reorganization of the road.

Franklin & Carolina—Stock Issue.—This road has been authorized by the I.C.C. to issue 850 shares of its common stock, to be sold at par (\$100) to the Camp Manufacturing Company. Proceeds will be applied in partial payment of the road's open account indebtedness to the manufacturing company. As of February 28, this indebtedness was \$93,840.01. The 850 shares will capitalize investments in property previously made by the F.C.C.

Maryland & Pennsylvania.—*Modification of Securities.*—In order to avoid default in meeting its 1951 maturities, this road has filed with the I.C.C. an application for authority to modify its outstanding securities under provisions of the so-called Mahaffie Act (now section 20b of the Interstate Commerce Act). The proposed modification would include the extension of maturity dates, altering of interest obligations, changing the par value of capital stock from \$100 to \$50 per share, and exchanging income and consolidated mortgage bonds for new bonds and capital stock. In its application the M.P. said this general modification would "increase the stability of values in its securities," and insure continuity of a sound financial condition.

The road's first mortgage 50-year 4 per cent gold bonds, due March 1, 1951, would be replaced by \$1,200,000 in extended first mortgage bonds, dated March 1, 1951 and designated as series B. This issue would mature March 1, 1981. It would bear interest at 4 per cent but unlike the old bonds only 2 percent would be at a fixed rate. The balance would be contingent upon income. The series B bonds would be offered to holders of the present first mortgage bonds on an exchange basis, and for each \$1,000 bond exchanged the road would also issue to the holder four shares of new \$50 stock.

In addition to this extension of the first mortgage, the road would also issue \$1,150,000 of first consolidated mortgage bonds, series D. This issue would be dated April 1, 1951, bear interest at 6 per cent (2 per cent fixed), and mature October 1, 1993. These bonds would be used as follows: (a) to ex-



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change for other consolidated mortgage bonds, series A and series C, which are outstanding in the total amount of \$1,145,000; and (b) to cancel the remaining \$10,000 of first income mortgage bonds still held by the public, and which are due to mature April 1, 1951. In connection with the series A and C bonds only \$337,000 of the series A are held by the public. In offering to exchange new series D bonds for these public-held series A bonds, the road proposes to issue four shares of stock for each \$1,000 bond exchanged. As to cancellation of the \$10,000 of income bonds, the road would offer \$500 in series D consolidated bonds and seven shares of stock for each \$1,000 of these bonds.

Other modifications, in addition to changing the par value of capital stock, includes issuance of a collateral 4 per cent note in the amount of \$180,000. This note, to be dated March 1, 1951, and mature in 10 years, would represent the unpaid balance on a similar note scheduled to mature March 1, 1951.

Nashville-Franklin. — *Securities.* — The I.C.C. has granted authority to this road to extend from May 1, 1937, to May 1, 1967, the date of maturity of its first mortgage 5 per cent gold bonds, \$522,900 of which were outstanding on December 31, 1949. At the same time, the commission authorized the N.F. to extend for a like period the sum of \$489,492, representing unpaid interest accrued on the bonds prior to November 1, 1946. The extended bonds will continue to bear 5 per cent interest. The commission also granted the road permission to issue 6,000 shares of common stock, par value \$10, to be exchanged share-for-share for a like amount of stock previously issued without commission approval. The final section of the commission's authorization granted the N.F. authority to issue a \$205,000 secured demand note with interest at 4 per cent. The new note will represent the unpaid balance on a \$215,000 note the road issued March 1, 1949, without prior I.C.C. approval.

New York, New Haven & Hartford. — *Purchase of B.&P. Debentures.* — The I.C.C. has set for joint hearing on September 12 the reopened Boston & Providence reorganization case and a related proceeding in which the New Haven seeks authority to purchase a claim against the estate of the B.&P. based upon \$2,170,000 of matured 5 per cent debentures. The New Haven also is seeking for authority to purchase capital stock of the B.&P. outstanding in the hands of the public. Consolidation of the case into a joint hearing was made at request of the New Haven. That part of the proceedings involving the latter road originally was set for hearing on July 27, while a hearing in the reopened B.&P. case had been assigned for July 24. The September 12 hearings will be in Washington, D. C., before Examiner Harvey H. Wilkinson. (See *Railway*

Age of June 24, page 112, and June 17, page 88).

New York, Susquehanna & Western-Pennsylvania. — *Construction of Viaduct.* — The I.C.C. has authorized construction of the so-called Croxton viaduct by the Susquehanna in Jersey City, N.J. The viaduct will create a direct interchange track between that road and the United New Jersey Railroad & Canal Company, a P.R.R. subsidiary. (See *Railway Age* of March 11, page 105). As a part of this transaction the United New Jersey and the P.R.R. will acquire trackage rights over 6,101 feet of Susquehanna line in the vicinity, and will purchase approximately 4,950 feet of other trackage. The commission's report said the Pennsylvania has agreed "to purchase the interchange facilities consisting of the viaduct, the existing tracks of the Susquehanna leading to a connection with the Pennsylvania at Marion Junction and certain connecting tracks to be constructed at each end of the viaduct, and to perform at its expense the major portion of the interchange service between the two lines."

The estimated cost of constructing the viaduct is \$1,200,000, and the commission has authorized the Susquehanna to issue Croxton viaduct 4 per cent serial trustee's certificates to provide the necessary funds. Any cost in excess of this amount will be paid by the P.R.R. The certificates, to be dated January 1, will mature in 20 annual installments of \$60,000 each, beginning January 1, 1951. The Pennsylvania was authorized to assume liability for these certificates and when the debt has been retired title to the viaduct will pass to the P.R.R. or its assignee. The certificates are to be sold to the Fidelity Mutual Life Insurance Company at par and accrued interest.

Tennessee Central. — *R.F.C. Loans.* — The I.C.C. has modified its certificate of March 7, which approved extension of certain Reconstruction Finance Corporation loans to this road (see *Railway Age* of March 18, page 90). The commission has now authorized the T.C. to use part of its annual net income for "additions and betterments," provided the R.F.C. gives prior written consent. As a condition to approving the extension the commission in its March 7 order had said the T.C. must make annual payments to the R.F.C. amounting to 1 per cent of the total loans, less sinking fund payments, or the road's entire net income less sinking fund payments, whichever might be greater. The present authorization does not exempt the road from the required payments of 1 per cent, but it releases net income in excess of such payments. In modifying this condition the commission said it is now of the opinion the original provisions were "too inflexible."

Wabash-Toledo, Peoria & Western. — *Trackage Agreement.* — The

I.C.C. has approved trackage rights agreements between these roads wherein the Wabash will operate over approximately 6 mi. of T.P.&W. line between Forrest, Ill., and Fairbury, and over 6.5 mi. between Elvaston, Ill., and Hamilton. The agreements, dated February 27, continue a service that has been in existence for many years. The roads are to continue joint use at no charge of each other's station facilities and station forces on the Forrest-Fairbury line, while the T.P.&W. will maintain and operate jointly owned facilities at Elvaston and Hamilton. Toward such maintenance the Wabash pays one-half. Other payments by the Wabash for use of T.P.&W. tracks include a monthly rental, interest on the value of additions and betterments made to jointly operated track after December 31, 1947, one-half of the ad valorem taxes, and a proportion of the expense of maintenance and operation of the property, based on the number of cars handled.

New Securities

Application has been filed with the I.C.C. by:

GREAT NORTHERN. — To assume liability for \$14,130,000 of equipment trust certificates to finance in part 47 Diesel-electric locomotive units and 78 passenger-train cars as follows:

Estimated Unit Cost	Description and Builder
\$149,000	23 1,500-hp. road-switching units (Electro-Motive Division, General Motors Corporation)
149,500	10 1,500-hp. freight "A" units (Electro-Motive)
147,500	3 1,500-hp. freight "B" units (Electro-Motive)
153,500	6 1,500-hp. passenger "A" units (Electro-Motive)
152,750	2 1,500-hp. passenger "B" units (Electro-Motive)
103,500	3 1,200-hp. switching units for use at Vancouver, British Columbia (General Motors Diesel Ltd., London, Ontario)
124,850	3 Steel 48-seat coaches (Pullman-Standard Car Manufacturing Company)
157,250	15 Sleeping cars, each having 2 compartments, 5 bedrooms and 6 duplex roomettes (Pullman-Standard)
162,850	8 Sleeping cars, each having 4 bedrooms and 16 duplex roomettes (Pullman-Standard)
153,350	15 Sleeping cars, each having 1 compartment, 3 bedrooms, 7 duplex roomettes and 4 sections (Pullman-Standard)
165,350	1 Observation-sleeping car, with 1 drawing room and 2 bedrooms (Pullman-Standard)
73,437.47	36 Passenger cars, consisting of:
96,828.98	6 baggage-mail cars
111,152.91	6 baggage-dormitory cars
113,273.65	5 60-seat coaches
139,120.91	1 60-seat coach with radio
142,267.92	6 lounge-coffee shop cars
145,375.02	6 dining cars
145,375.02	6 observation-lounge cars

(all from American Car & Foundry Co.)
The application placed the estimated total cost of the equipment at \$17,688,000. The certificates, to be dated August 1, would mature in 30 semi-annual installments of \$471,000 each, beginning February 1, 1951, and would be sold on the basis of competitive bids, with interest rate set by such bids.

Dividends Declared

Gulf, Mobile & Ohio. — Common, 50c, irregular, payable August 12 to holders of record July 24; \$5 preferred, \$1.25, quarterly, payable September 30, December 28, March 30, 1951 and June 30, 1951, to holders of record September 11, December 8, March 12, 1951 and June 11, 1951.

Louisville Henderson & St. Louis. — common, \$4.00, semiannual; 5% non-cumulative preferred, \$2.50, semiannual, both payable August 15 to holders of record August 1.



It's no time to fiddle!

HEADLINES warn us of the menace of spies and subversive agents. But in every community there is a hazard, largely unrecognized, which may become ready tinder for the ravaging flames of socialism and communism. This is the misconception of everyday economic facts that exist among our young people.

For example, a recent poll among high school seniors shows that the majority of them believe that the owners of business take out for themselves a larger share of the income than is paid to employees. They think the stockholders' average return is 24% of the sales dollar. The truth is that stockholders average less than 3%, whereas over 30% of the income dollar is paid out as wages, pensions and other benefits.

Our young people do not seem to realize that paying dividends is only one function of profits. Far more important today is the need for profit to keep business competitive, and to pay for new buildings, machinery, and other necessary equipment and to provide new and more jobs. Ignorance of this fundamental concept breeds contempt for the system of enterprise that built our country and keeps it strong.

The facts of business must be given to our boys and girls to protect their future. Only business men can supply the facts. As a business leader in your community, it is your responsibility to help clear up such misconceptions. The old story that Nero fiddled while Rome burned must not have a counterpart in America.

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Northern of New Hampshire.—\$1.50, quarterly, payable July 31 to holders of record July 13. Saratoga & Schenectady.—\$2.50, payable July 15 to holders of record July 1.

Average Prices Stocks & Bonds

	July 18	Last week	Last year
Average price of 20 representative railway stocks	42.67	40.65	37.02
Average price of 20 representative railway bonds	91.06	90.00	85.22

RAILWAY OFFICERS

EXECUTIVE

C. C. Shannon, whose promotion to assistant to vice-president in charge of operations of the Chicago & North Western System, with headquarters at Chicago, was reported in the *Railway Age* of July 1, joined the North Western in 1936 as a clerk in the agent's office at Rapid City, S. D. Since that time he has served in various capacities, including general clerk for the assistant general superintendent at Norfolk, Neb., general clerk to the general superintendent at Omaha, Neb., secretary to the assistant vice-president of operations at Chicago, assistant trainmaster at Escanaba, Mich., and trainmaster at Sioux City, Iowa. Mr. Shannon was appointed special representative of the vice-president in charge of operations in 1944, and two years later became transportation in-

spector. In 1947 he was appointed superintendent of station service, becoming assistant superintendent of trans-

Chicago, has retired after 50 years' service. He is succeeded by **A. F. Graham**, assistant auditor of freight traffic at Chicago.

Alfred H. Hancock has been appointed assistant auditor of miscellaneous accounts of the Western Pacific.

Myron M. Christy, assistant to general auditor of the Western Pacific, has been promoted to executive assistant, a newly created position, with headquarters at San Francisco, Cal.

OPERATING

J. D. Lee, Jr., has been appointed terminal trainmaster of the Atlantic Coast Line, with headquarters at Waycross, Ga.

Colin C. Eldridge, special assistant in the executive department of the Western Pacific, has been appointed to the newly created position of assistant to the general manager, with headquarters at San Francisco, Cal. His former post has been abolished.

TRAFFIC

Gay M. Bradbury, chief clerk of the Bangor & Aroostook, has been appointed general freight agent, with headquarters as before at Bangor, Me. **L. W. Wentworth**, chief tariff clerk, has been appointed assistant general freight agent at Bangor. Mr. Bradbury was educated in the public schools of Caribou, Me., and Houlton. He joined the Bangor & Aroostook in June, 1909, as a clerk in the Houlton freight office, successively holding the positions there of waybill clerk and freight cashier. During World War I Mr. Bradbury served overseas in the United States Army from October, 1917, to July, 1919. Returning to the B&A. in January, 1920, as a clerk in the freight traffic department in the general offices at Bangor, he advanced to rate clerk and chief clerk, successively.

M. T. Power, general freight agent (rates and divisions) of the Norfolk Southern at Norfolk, Va., has been promoted to assistant freight traffic manager, sales and service, at Washington, D. C. Mr. Power, born at Norfolk on August 2, 1910, entered railroad service with the Seaboard Air Line as messenger at Norfolk, subsequently serving as file clerk, tariff compiler, quotation clerk, commerce rate clerk, chief overcharge claim clerk, executive rate clerk and commerce agent. On February 16, 1949, Mr. Power joined the Norfolk Southern as general freight agent at Norfolk.

L. V. Reef has been appointed district freight and passenger agent of the Gulf, Mobile & Ohio, with headquarters at Denver, Colo.

A. J. Medrow, chief of tariff bureau of the Grand Trunk (part of the Canadian National), with headquarters



The entire operation of the San Francisco & Napa Valley has been placed under the jurisdiction of **J. U. Friend**, formerly general auditor, who was appointed general superintendent at Napa, Cal., effective July 1. **Clyde E. Brown** (above), whose retirement as vice-president and general manager was reported in the June 24 issue of *Railway Age*, will continue to hold the title of vice-president and will remain a member of the board of directors of the road.



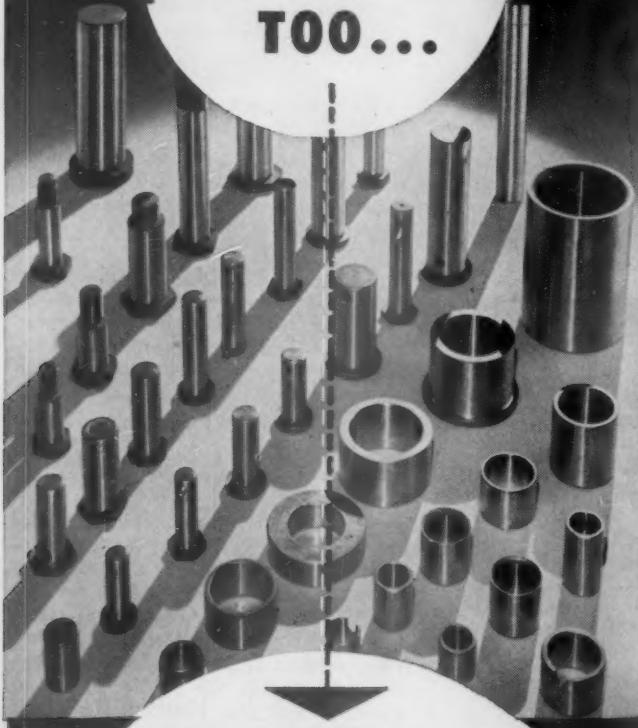
Donald M. Lynn

Technology, from which he was graduated with a civil engineering degree. He joined the Erie 25 years ago as an engineer in the land and tax department, advancing to special agent at Cleveland, assistant land and tax agent at New York, and district land and tax agent at Elmira, N. Y. A year ago he was promoted to industrial agent at Cleveland, which position he held until his recent appointment.

FINANCIAL, LEGAL & ACCOUNTING

William Anderson, auditor of freight traffic of the Chicago, Rock Island & Pacific, with headquarters at

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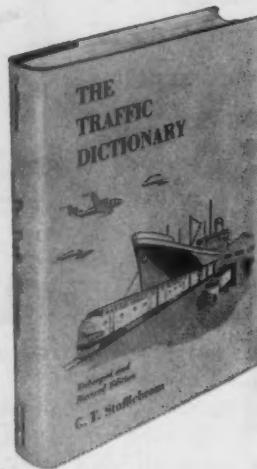
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at Chicago, has been appointed assistant general freight agent, with the same headquarters. **M. Parr** succeeds Mr. Medrow.

James A. Argo has been appointed assistant general freight traffic manager of the Canadian National system at Montreal, Que., as reported in *Railway Age* of July 15. Mr. Argo, born at Norval, Ont., has had 38 years of railway experience, beginning in the engineering department of the Canadian Northern (now Canadian National) at Sudbury, Ont., and North Bay. After service overseas in the first World War, he transferred to the freight traffic department of the C.N.R. at Toronto, later transferring to Mon-



James A. Argo

treal. In 1923 Mr. Argo was promoted to chief rate clerk and the following year became office assistant to the vice-president of traffic. He was named chief of the freight tariff bureau in April, 1930, and nine years later became assistant general freight agent in charge of rates, divisions and tariffs. In November, 1940, he was advanced to general freight agent and in May, 1945, was transferred to Toronto, Ont. Mr. Argo was appointed freight traffic manager of the Central region at Toronto in June, 1946, which position he held until his present appointment

Frank J. Roth, former division passenger agent of the Pennsylvania at St. Louis, Mo., has been promoted to division passenger agent at Cincinnati, Ohio, not at Chicago, Ill., as was reported in error in the issue of July 8, page 116.

J. C. Weiland has been appointed industrial agent, department of industry and agriculture, of the Chicago, Burlington & Quincy, with headquarters at Chicago.

Lyle E. Toepke has been appointed agricultural agent of the Chicago & Eastern Illinois, with headquarters at Chicago.

J. Russell Ray, division freight agent of the New York Central, with

headquarters at Louisville, Ky., has been promoted to assistant to the freight traffic manager of the Big Four district, with headquarters at Cincinnati, Ohio. Succeeding Mr. Ray is **J. M. Burke**, general agent at Indianapolis, Ind., who is replaced in turn by **Frank J. Kiefer**, traveling freight agent, with headquarters at Indianapolis.

MECHANICAL

Fred Cebulla, master car builder of the Great Northern, with headquarters at St. Paul, Minn., has retired after 53 years of service with that road. He is succeeded by **John F. Likarish**, general car foreman, with headquarters at that point. **John M. Hick**, assistant to the master car builder, with headquarters at Spokane, Wash., has become general car foreman there. A native of Gleiwitz, Silesia, Germany, Mr. Cebulla entered the service of the G. N. as a laborer, in which capacity he served for five years at various points before becoming carman at Havre, Mont., in 1902. He later held the positions of assistant car foreman and car foreman at Havre until 1908, when he was transferred to Superior, Wis., as



John F. Likarish

repair track foreman. He became car foreman at Great Falls, Mont., in 1910, and returned to Superior as repair track foreman in 1912. From 1918 to 1928, he served as assistant superintendent of the G. N.'s car shops at St. Cloud, Minn., subsequently being advanced to superintendent. In 1937 he was transferred to St. Paul as general car foreman, in which capacity he remained until his promotion to master car builder in 1946.

Mr. Likarish has served with the G. N. for 30 years, starting in the car department at Butte, Mont., in 1920. He was made general car foreman at that point in 1941, and in 1943 became car foreman at Havre. After serving in the latter position at Hilliard, Wash., from 1945 to 1946, he was advanced to general car foreman at

Spokane, Wash. Mr. Likarish was transferred to St. Paul in 1948 as general car foreman.

ENGINEERING & SIGNALING

George L. Sitton, assistant chief engineer of the Southern, with system jurisdiction, whose promotion to assistant to chief engineer with headquarters as before at Washington, D. C., was announced in the *Railway Age* of July 8, was born at Anniston, Ala., on October 21, 1888, and was graduated from the University of Tennessee. He entered railroad service on June 13, 1907, as rodman with the Southern at Knoxville, and became a laborer in 1908; transitman in 1909; assistant engineer at Knoxville in 1911; assistant roadmaster at Greenville, S.C., in 1913; roadmaster at Charleston, S.C., in January, 1914; resident engineer maintenance of way at Richmond, Va., in July, 1941; and engineer maintenance of way of the Northern district, Eastern lines, at Danville, Va., in 1918. Mr. Sitton became chief engineer maintenance of way and structures of the Eastern lines at Charlotte in December, 1924, and in February, 1946, was appointed assistant chief engineer of the system at Washington.

Andrew W. Flanagan, superintendent of telegraph of the Southern Pacific at San Francisco, Cal., will retire on August 1. He will be succeeded by **W. R. Birt**, assistant superintendent of telegraph at that point. Mr. Flanagan was born in Stockton, Cal., on July 26, 1880. He began his career in June, 1900, with the Western Union Telegraph Company, being engaged in line construction work until 1902, when he became assistant foreman. From 1903 to 1905 he served as foreman, and subsequently held positions as division lineman and construction foreman with the S. P. He was transferred to the general office as telephone inspector in 1914, and two years later was appointed line supervisor, becoming general foreman in 1917. He was advanced to assistant superintendent of telegraph in 1922, and promoted to superintendent of telegraph in 1924.

J. W. Benham, signal foreman of the Belt Railway of Chicago, with headquarters at Clearing, Ill., has been appointed signal and electrical supervisor, with the same headquarters.

OBITUARY

J. T. Stotler, who was appointed assistant general manager of the western district of the Northern Pacific, with headquarters at Seattle, Wash., on July 1, died in St. Paul, Minn., on July 13 after a brief illness. A photograph and biographical sketch of Mr. Stotler appeared in *Railway Age* of July 8 in connection with his appointment as assistant general manager.

Freight Operating Statistics of Large Steam Railways — Selected

Region, Road and Year	Miles of road operated	Train-miles	Locomotive Miles		Car Miles		Ton-Miles (thousands)		Road-locos. on lines			
			Principal and helper	Light	Loaded	Per cent loaded	Gross excl. locos. rev. and tenders non-rev.	Net	Serviceable	Unstored	Stored	B.O. B.O.
Boston & Maine.....	1,700	272,073	279,684	12,603	10,546	67.8	661,250	269,845	91	7	8	7.5
1949	1,746	282,556	294,507	15,874	11,412	67.7	713,365	288,334	102	13	12	9.4
N. Y., N. H. & Hfd.....	1,771	283,249	284,684	31,129	11,808	67.4	724,974	328,679	112	3	21	15.4
1949	1,774	276,493	278,141	20,341	11,619	68.1	703,591	304,537	111	10	14	10.4
Delaware & Hudson.....	794	247,257	297,783	31,637	10,772	65.1	773,471	396,142	128	32	29	15.3
1949	794	250,219	299,859	31,690	11,080	68.7	760,139	389,332	121	55	23	11.6
Del., Lack. & Western.....	965	248,666	271,039	28,372	11,669	70.4	750,271	338,513	78	11	31	25.8
Erie.....	2,231	595,793	613,582	43,634	31,855	68.7	2,003,075	839,568	172	16	37	16.4
1949	2,231	583,550	602,462	40,989	30,562	66.9	1,927,926	794,157	195	71	33	11.0
Grand Trunk Western.....	971	272,086	280,673	2,943	9,573	62.1	670,123	285,451	51	..	17	25.0
Lehigh Valley.....	1,238	228,734	240,690	23,057	11,276	67.3	755,831	346,848	56	6	32	34.0
New York Central.....	10,691	3,118,277	3,298,129	194,168	110,930	60.1	8,051,310	3,587,603	963	29	444	30.9
1949	10,689	3,035,344	3,240,456	196,984	107,179	61.6	7,548,740	3,446,349	1,001	146	298	20.6
New York, Chic. & St. L.....	2,162	762,096	785,826	10,589	28,952	63.5	2,047,589	900,373	190	2	70	26.7
Pitts. & Lake Erie.....	221	85,818	87,802	63	3,572	65.4	1,866,327	840,462	198	29	39	14.7
Wabash.....	2,381	579,955	586,372	10,294	22,065	66.9	1,393,241	557,149	135	5	66	32.0
1949	2,381	561,855	569,423	9,413	19,572	68.5	1,241,730	520,257	156	16	33	16.1
Baltimore & Ohio.....	6,086	1,850,052	2,245,155	242,974	65,391	63.4	5,074,698	2,466,218	668	50	294	29.1
1949	6,086	1,847,691	2,253,266	247,996	66,725	62.4	5,051,084	2,521,832	765	57	266	24.4
Central of New Jersey.....	410	68,172	69,671	4,419	2,534	64.2	191,521	97,460	36	1	11	22.9
1949	415	65,890	66,110	5,585	2,583	66.2	188,426	97,178	34	5	7	15.2
Central of Pennsylvania.....	212	212	74,500	11,035	2,664	68.0	194,290	104,463	33	..	18	35.3
1949	212	68,804	74,614	10,891	2,614	66.6	192,232	101,926	30	5	14	28.6
Chicago & Eastern Ill.....	886	125,356	125,356	2,577	4,503	67.6	296,876	141,065	37	..	1	2.6
1949	909	121,650	121,868	2,521	4,449	68.6	291,232	137,839	32	22	7	11.5
Elgin, Joliet & Eastern.....	238	102,889	105,006	..	3,814	62.5	306,014	163,130	39	..	1	2.5
Pennsylvania System.....	10,009	3,074,373	3,360,946	360,437	127,327	63.6	9,050,656	4,273,367	1,213	..	423	25.9
1949	10,039	3,189,456	3,557,943	413,654	129,900	61.9	9,569,907	4,560,444	1,479	98	333	17.4
Reading.....	1,315	365,833	385,529	33,539	15,766	64.2	1,083,802	586,328	173	15	29	13.4
Western Maryland.....	1,325	373,068	390,543	29,319	14,027	63.9	1,097,041	589,804	167	49	29	11.8
1949	837	175,411	207,545	24,432	6,427	60.1	540,222	294,293	140	42	18	9.0
Chesapeake & Ohio.....	5,044	1,503,766	1,609,488	65,608	62,561	56.1	5,361,416	2,901,149	552	33	164	21.9
1949	5,031	1,483,379	1,582,366	72,341	66,801	57.2	5,730,377	3,182,379	554	24	124	17.7
Norfolk & Western.....	2,107	699,724	731,890	45,068	32,137	57.9	2,822,567	1,514,410	252	37	42	12.7
1949	2,107	765,714	815,022	57,467	36,210	57.6	3,221,596	1,772,176	266	40	24	7.3
Atlantic Coast Line.....	5,507	851,334	858,397	14,089	24,275	61.7	1,691,641	754,570	303	15	86	21.3
1949	5,542	939,033	948,970	14,302	24,240	59.8	1,672,537	700,833	346	16	81	18.3
Central of Georgia.....	1,783	275,526	281,370	4,790	7,400	70.9	483,333	224,827	100	2	13	11.3
1949	1,783	276,023	279,893	3,608	6,753	69.1	446,700	204,842	103	3	6	5.4
Gulf, Mobile & Ohio.....	2,854	311,843	311,843	146	14,249	71.0	912,289	420,046	62	5	3	4.3
1949	2,854	302,967	302,967	213	14,049	70.8	912,514	424,835	79	27	3	2.8
Illinois Central.....	6,543	1,481,403	1,484,895	53,859	51,652	61.6	3,785,909	1,718,623	543	..	104	16.1
1949	6,552	1,377,305	1,380,903	46,618	47,750	61.7	3,405,869	1,571,581	568	15	79	11.9
Louisville & Nashville.....	4,765	1,264,590	1,373,976	36,457	34,247	60.6	2,567,606	1,295,833	384	30	63	13.2
Nash., Chatt. & St. Louis.....	1,049	210,777	214,394	4,214	6,512	73.8	407,598	191,792	65	..	3	4.4
Seaboard Air Line.....	4,136	739,867	757,910	7,455	24,174	64.0	1,705,716	754,874	294	25	18	5.3
1949	4,142	806,359	858,146	12,464	23,477	58.8	1,711,287	699,054	268	..	40	13.0
Southern.....	6,320	1,271,797	1,281,498	14,271	40,660	66.3	2,665,354	1,186,363	371	42	169	29.0
1949	6,382	1,370,729	1,380,530	17,759	38,741	63.8	2,574,570	1,108,809	400	87	146	23.1
Chicago & North Western.....	7,998	848,144	860,651	22,901	29,609	65.1	2,059,332	858,661	293	24	156	33.0
1949	8,073	854,843	882,195	20,217	27,279	63.5	1,927,596	832,010	333	57	87	18.2
Chicago Great Western.....	1,445	153,718	153,972	4,878	8,477	66.0	561,487	232,437	32	..	7	17.9
1949	1,445	160,019	160,651	7,492	7,669	65.3	506,911	214,467	53	..	11	17.2
Chic., Milw., St. P. & Pac.....	10,663	1,214,108	1,265,352	44,548	45,148	64.5	3,087,950	1,378,885	425	55	83	14.7
1949	10,663	1,246,813	1,290,674	46,784	41,348	64.5	2,818,649	1,248,968	437	87	75	12.5
Chic., St. P., Minn. & Omaha.....	1,606	174,417	180,114	8,297	9,415	67.7	321,393	132,977	69	1	44	38.6
1949	1,606	164,136	167,743	6,326	4,347	67.7	285,308	124,592	64	16	37	31.6
Duluth, Missabe & Iron Range.....	562	33,397	33,536	347	779	55.2	69,649	40,184	41	7	2	4.0
1949	575	138,053	138,922	1,348	7,161	50.8	707,057	420,963	40	0	1	2.4
Great Northern.....	8,220	905,319	903,661	36,925	34,748	69.0	2,306,348	1,052,243	313	89	64	13.7
1949	8,222	933,503	931,928	39,132	38,784	65.4	2,874,134	1,433,401	353	67	53	11.2
Minneapolis, St. P. & St. M.....	4,179	359,593	363,671	4,994	11,698	69.2	736,707	340,136	107	..	14	11.6
1949	4,179	394,050	403,443	7,031	11,913	64.4	806,610	372,394	115	..	19	14.2
Northern Pacific.....	6,593	725,298	760,817	45,804	29,557	71.1	1,973,089	915,563	297	40	70	17.2
1949	6,593	723,855	769,381	36,789	28,659	69.0	1,962,127	913,390	307	40	57	14.1
Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.).....	13,073	2,246,674	2,346,240	68,806	93,840	64.7	6,349,174	2,458,125	549	238	101	11.4
1949	13,103	2,441,215	2,575,585	100,684	92,166	63.9	6,273,783	2,435,541	647	166	118	12.7
Chic., Burl. & Quincy.....	8,816	1,091,504	1,101,861	36,469	44,652	66.2	3,010,773	1,352,024	379	43	149	26.1
Chic., Rock I. & Pac.....	1,597	1,013,414	1,035,536	11,448	36,132	61.4	2,455,093	1,027,801	211	47	92	26.3
1949	1,589	1,116,533	1,155,370	13,734	35,778	59.8	2,482,781	1,024,419	267	36	58	16.1
Denver & R. G. Wn.....	2,413	318,331	341,844	35,459</								

Items for the Month of April 1950 Compared with April 1949

Region, Road and Year			Freight cars on line			G.t.m. per train-hr.	G.t.m. per train-mi.	Net ton-mi.	Net ton-mi.	Net ton-mi.	Car miles per day	Net ton-mi. daily	Train-miles per hour	Miles per loco. per day
	Home	Foreign	Total	Per Cent B.O.	and tenders	excl. locos.	excl. locos.	per train-mile	per car-mile	per car-day	per road-mi.	per ton-mi.	per train-hour	
New Eng. Region														
Boston & Maine	1,695	8,240	9,935	3.9	40,081	2,435	994	25.6	866	49.9	5,291	16.5	97.7	
N. Y., N. H. & Htd.	2,948	8,070	11,018	2.7	39,888	2,530	1,022	25.3	885	51.8	5,505	15.8	87.2	
Del., Lack. & Western	1,783	18,189	19,972	2.0	37,222	2,563	1,162	27.8	547	29.2	6,186	14.5	84.3	
Eric	2,241	14,255	16,496	2.0	38,732	2,551	1,104	26.2	594	33.2	5,722	14.9	75.9	
Delaware & Hudson	2,877	6,329	9,206	7.9	55,079	3,142	1,609	36.8	1,299	54.2	16,631	17.6	60.2	
Grand Trunk Western	5,505	5,696	11,201	4.6	54,734	3,055	1,565	35.1	1,177	48.8	16,345	18.0	59.4	
Lehigh Valley	5,176	7,543	12,719	9.1	45,434	2,251	928	27.2	602	34.3	7,498	20.3	129.8	
New York Central	9,926	19,956	29,882	7.1	57,062	3,388	1,420	26.4	945	52.2	12,544	17.0	106.4	
Wabash	13,601	16,730	30,331	7.6	54,752	3,327	1,370	26.0	902	51.9	11,865	16.6	74.2	
New York, Chic. & St. L.	4,248	9,818	14,066	8.3	47,655	2,480	1,056	29.8	621	33.5	9,799	19.3	150.3	
Pitts. & Lake Erie	4,209	11,768	15,977	15.3	48,761	3,567	2,163	51.8	404	34.4	9,339	19.7	95.1	
Elgin, Joliet & Eastern	7,347	83,645	160,992	6.2	42,516	2,524	1,153	32.2	728	37.5	11,186	16.6	90.1	
Baltimore & Ohio	37,814	43,800	81,614	14.7	36,432	2,799	1,360	37.7	989	41.4	13,508	13.3	83.2	
Central of New Jersey	62,349	43,835	106,184	9.1	35,667	2,789	1,393	37.8	822	34.9	13,812	13.0	78.5	
Central of Pennsylvania	751	9,082	9,833	7.7	36,075	2,901	1,476	38.5	326	13.2	7,924	12.8	78.1	
Chicago & Eastern Ill.	1,013	8,307	9,320	6.7	40,314	2,958	1,526	37.6	349	14.0	7,805	14.1	84.6	
Elgin, Joliet & Eastern	3,124	3,403	6,617	7.1	41,398	2,401	1,136	31.5	697	32.8	5,055	17.3	70.6	
Reading	7,013	10,092	17,105	2.4	21,599	3,002	1,615	41.9	269	9.9	20,303	7.6	97.8	
Western Maryland	4,595	3,117	7,712	2.4	43,318	3,122	1,701	45.8	1,247	45.3	11,720	14.1	41.8	
Chesapeake & Ohio	51,601	28,329	79,930	6.9	59,991	3,610	1,953	46.4	1,262	48.5	19,172	16.8	80.1	
Norfolk & Western	62,265	25,520	87,785	3.0	61,868	3,900	2,166	47.6	1,194	43.8	21,085	16.0	83.3	
Atlantic Coast Line	12,931	15,220	28,151	5.9	32,012	1,996	890	31.1	858	44.7	4,567	16.1	78.0	
Central of Georgia	13,995	14,024	28,019	4.9	30,331	1,787	749	28.9	833	48.2	4,215	17.0	78.8	
Gulf, Mobile & Ohio	3,054	5,234	8,288	9.0	31,447	1,759	818	30.4	872	40.5	4,203	17.9	89.8	
Illinois Central	24,259	28,202	52,461	3.4	45,726	2,588	1,175	33.3	1,106	54.0	8,756	17.9	83.9	
Louisville & Nashville	33,820	15,898	49,718	9.5	34,550	2,151	1,093	37.7	924	39.8	9,414	16.1	103.3	
Nash., Chatt. & St. Louis	2,509	4,779	7,288	6.3	38,097	1,945	915	29.5	846	39.0	6,094	19.7	115.7	
Seaboard Air Line	3,018	3,853	6,871	11.9	36,042	1,821	844	29.8	916	43.1	5,949	19.9	111.5	
Southern	10,263	13,751	24,014	2.0	41,486	2,363	1,045	31.2	1,008	50.5	6,084	18.0	88.9	
Chicago & North Western	26,047	24,872	50,919	2.1	45,971	2,503	1,155	32.9	1,009	49.7	7,995	18.6	77.6	
Chicago Great Western	23,617	23,774	47,391	3.1	35,556	2,038	1,028	37.8	792	34.5	9,065	16.0	104.8	
Chicago, Milw., St. P. & Pac.	30,699	29,522	60,221	2.5	41,211	2,564	1,145	30.5	748	38.0	4,310	16.2	82.8	
Chicago, St. P., Minn. & Omaha	31,853	24,874	56,727	1.4	37,132	2,274	1,007	30.2	721	37.0	3,904	16.4	80.4	
Duluth, Missabe & Iron Range	1,040	5,982	7,022	4.3	24,211	1,754	766	28.7	599	30.9	2,586	13.9	53.3	
Great Northern	14,652	499	15,151	1.9	33,598	2,180	1,258	51.6	89	3.1	2,383	16.1	25.4	
Minneap., St. P. & St. M.	26,301	16,297	42,598	2.8	42,835	2,562	1,169	30.3	811	38.8	4,267	16.8	73.6	
Northern Pacific	19,449	12,863	32,312	7.6	48,035	2,752	1,277	31.0	967	43.9	4,629	17.7	70.6	
Atch., Top. & S. Fe (Ind.)	46,814	27,722	74,536	3.1	39,388	2,531	1,055	29.0	541	28.7	3,579	16.2	68.1	
Atch., Top. & S. Fe, and P. & S. F.	52,356	31,739	84,095	4.4	52,476	2,350	1,014	30.5	597	30.8	3,435	15.8	69.4	
Atch., Top. & S. Fe, and P. & S. F.	18,863	23,326	42,189	4.7	52,430	2,769	1,244	30.3	1,104	61.0	5,362	18.0	142.9	
Atch., Top. & S. Fe, and P. & S. F.	19,547	20,824	40,371	3.8	49,162	2,698	1,203	30.4	1,035	54.5	4,947	16.3	95.2	
Atch., Top. & S. Fe, and P. & S. F.	12,050	23,921	35,971	3.2	45,096	2,425	1,015	28.4	951	54.5	4,510	18.6	103.4	
Atch., Top. & S. Fe, and P. & S. F.	13,313	22,515	35,828	4.4	41,714	2,233	921	28.6	974	56.8	4,500	18.8	113.5	
Denver & R. G. W.	8,537	4,763	13,300	5.1	45,238	2,587	1,248	31.6	918	41.9	5,466	17.6	73.1	
Southern Pacific	28,204	41,195	71,399	3.0	52,029	2,967	1,161	26.8	1,058	62.8	9,403	17.7	90.0	
Union Pacific	30,095	36,039	64,053	4.9	47,251	2,887	1,159	27.5	1,132	46.8	5,811	15.1	74.7	
Western Pacific	1,834	2,859	4,693	14.7	67,720	2,990	1,378	28.7	2,053	94.2	8,069	22.8	81.5	
International-Gt. Northern*	1,000	7,057	8,057	2.1	47,016	2,331	938	29.2	843	49.6	6,061	20.5	114.5	
Kansas City Southern	1,035	6,545	7,580	1.1	41,744	2,190	917	29.2	868	47.8	5,868	19.4	102.6	
Mo.-Kans.-Texas Lines	1,417	5,261	6,678	4.8	63,703	3,273	1,442	29.6	1,144	59.3	8,936	19.5	107.0	
Missouri Pacific*	3,753	8,879	12,632	4.3	43,474	2,239	958	27.3	1,045	60.4	4,015	19.5	111.2	
Texas & Pacific	2,848	6,537	9,385	5.9	56,111	2,614	1,003	25.9	1,228	73.7	6,025	21.5	158.8	
St. Louis-San Francisco	2,454	5,580	8,034	5.4	52,496	2,427	917	25.9	1,247	77.3	5,575	21.7	97.3	
St. Louis-Southw. Lines	11,712	13,329	25,041	2.7	39,771	2,265	968	28.9	880	48.2	4,587	17.6	71.0	
Texas & New Orleans	12,667	10,355	23,022	3.0	38,141	2,158	942	30.3	917	48.7	4,614	17.7	73.5	
St. Louis Southw. Lines	1,571	4,597	6,168	1.7	53,269	2,698	1,206	27.2	2,003	106.1	8,036	19.8	106.3	
Texas & New Orleans	4,424	16,575	20,999	2.8	43,798	2,284	957	28.6	1,128	61.4	5,473	19.4	96.2	
St. Louis Southw. Lines	4,703	15,664	20,367	3.0	40,787	2,110	907	29.5	1,063	55.2	5,164	19.5	106.6	

* In Railway Age of June 17, the corresponding figure for March, 1950, was incorrectly reported. The correct figure for March is 59,407.



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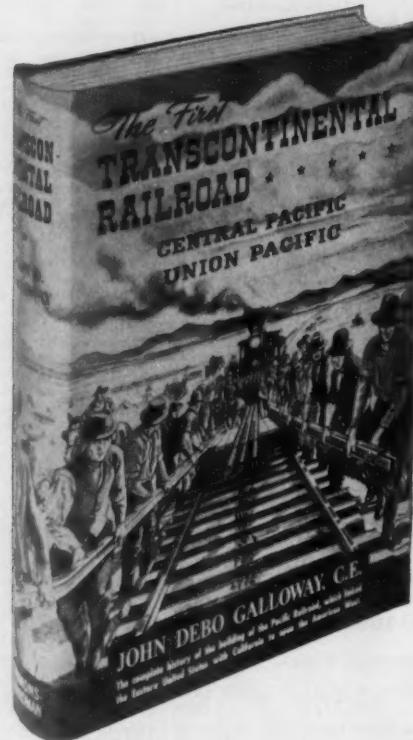
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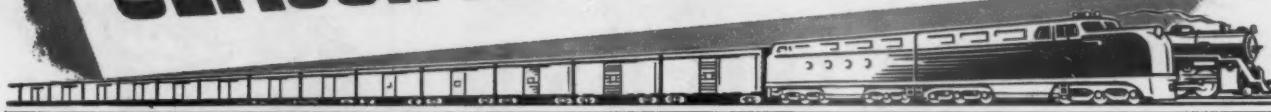
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A snappy layout caught our eye while walking through the art department a few days ago, and upon inquiry we found it to be the result of an idea developed in our copy service department.

Don Lauritsen and Bill Ferris are ready at all times to assist in the analysis and development of copy themes for manufacturers as well as advertising agencies—based upon their long and intimate contact with the railroads.

Don said that the clients often furnish photographs and copy—and request a suggested organization of their material. Bill and Don put on their best creative minds and come up with a variety of ideas and presentations, most of which are found to be highly acceptable to the client.

With its great wealth of railroad research material, the copy service department is frequently placed on a consulting basis with advertising agencies.

Bill showed us a series of case histories, recently prepared for a large New York agency, to tell the stories of suppliers who had done outstanding jobs in selling the railroads.

Agencies and clients frequently call in for photos from the extensive files of this department, as well as information that is unobtainable elsewhere.

The copy service department is another one of the many services that Simmons Boardman offers its advertisers and their agencies.

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